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1629

REPRISALS IN IRELAND.

LORD MORLEY'S REPROOF
COERCION AND CIVIL WAR.

Lord Morley recently wrote to the *Times*:—A well-equipped American publicist not long since approved an English politician and man of letters for "that powerful sanity, that patient tolerance of durable fact" which is a clue to a temper of sound structural politics. There have not been many moments when our structural politics were in sharper need of powerful sanity. Short views have been the curse of England's dealings with Ireland, and today we seem to be approaching high water in the master absurdities of the Irish voyages. Let us, for once, look ahead, and try a long view. There seem to be three points in the case.

First, everybody agrees, from the bewildered Cabinet down to the least unchristian of Orangemen, that Home Rule of some sort or other is now inevitable. Second, nobody denies that no sort of Home Rule can work unless there is good feeling and good will to make it work, between the people of Ireland and the people of Great Britain, and their respective Governments. Third, it is no secret that the Ministerial proceedings of today are raising new obstacles and aggravating the old ones to this good feeling. Observant travellers assure you that Unionist lawyers, shopkeepers, and agriculturists are turning and twisting, and are turning and twisting. One of the southern counties, West of the half Sinn Féin. To-day the whole country is Sinn Féin, and murder has taken the place of cattle driving. Even steady law and order counties now use language and express sentiment not far removed from hate against England, that beats the worst vernacular of Clare and Cork.

The enormity to which the policy of reprisals has gone is no longer to be concealed. The incidents set forth last week in the letter in your columns of an English writer of high standard and reputation from one of the southern counties, and attacking spots in Ireland, lights up with temper and measure the odious working of the system. The Chief Secretary, after long silence, admits the mischief, both to discipline and to the victims of reprisals, by the assurance that severe disciplinary measures will be taken against anybody proved guilty of them. This is some relief after reading the list of cases reported in the Irish Press since Parliament rose in the latter days of August. The position that *The Times* has consistently taken as to this departure of Irish policy (as to most departments besides), cannot be worth arguing in face of the address of the Inspector-General of the R.I.C., reminding his forces that destruction of buildings and constitution "cannot but impoverish the country and increase want and disorder." He has hoped that the "proof" required before reprisals will not be pitched too high, and that the "insults, humiliations, and humiliations" required for the extra Police force will need explanation when Parliament meets.

It is true that an eminent writer of our own has assured the world that the trouble is in the dissensions within Ireland itself, not in any want of good will on England's part. But the doctrine of the lightning strikes in Ireland is practised in boldly assumed independence of English opinion. They are often heard to speak as if the English policy of 1920 would be expected to be like the policy of the rebellion of 1798. Such people do not understand the changes of their era; they trust in vain to the acquiescence of Great Britain in a White Terror in unfortunate Ireland. Many even among the responsible have openly stated, and some are secretly dreaming, that the true way out lies in the withdrawal of parliamentary forms and the direct ordering of Irish government as a "settled" Crown Colony, without the mark that distinguishes the truth. Once more let us seek a long view. When Lord Balfour left Dublin, in 1890, he had a farewell interview with a capable journalist eager to talk of foreign affairs and all their embarrassments. The departing Prime Minister would not go beyond one single word—"Ireland." Then Forster, no coward, tried his hand at coercion, but before many weeks the Queen learned that the country was undoubtedly refractory to coercion. Forster withdrew. The atrocity at the Phoenix Park gave new and terrible point for yet stronger coercion. After three or four years Spencer was recalled home on the fall of the Cabinet on other grounds. A special banquet was organized to pay him grateful recognition, but it was noted that the two Radical leaders, with gloister significance, absented themselves. Some eminent Ministers in the new Government scandalized their followers by concessions to Irish misdeeds. The ebb of coercion was as remarkable as its flow. The new Conservative Ministry surprised Dublin Castle, so far as Dublin Castle is susceptible of surprise, by undoing the coercion in the Parnellite direction. Lord Salisbury could not stand it, and at Mr. Gladstone's wish it fell to me to come next for a short space in the procession of Irish governments. I had a prompt and happy dose from the region where they usually claim to be the most intelligent persons in all Ireland. The story spread like wildfire that the new Irish Secretary had specially imported "extra police," with express orders to shoot down Protestants and was openly credited by persons of sound reputation with the crazy alliteration of "Morley's murderers." In vain they were reminded that the Statute Irish Secretary must have had as active confederates in his Bartholomew plot the Lord Lieutenant, the Under-Secretary, the Inspector-General, most of the officers in command of constabulary squadrons—all of them Protestants of declared and undeniable orthodoxy. Then coercion had its golden chance in Mr. Balfour, who was Irish Secretary for several years, and carried well-earned laurels. They slowly faded; a General Election came after he had been Prime Minister for a couple of years, and he was deposed—at that General Election, while the insurrectionary forces, smouldering or ablaze, were where they had always been.

Here is the intractable, perhaps irreparable dilemma. You are committed to a great enlargement of Irish autonomy, and it is dependent for most moderate success upon at least a decent mutual understanding. The strong mind of Sir Edward Carson (Continued at foot of next column.)

NATIONALITY PROBLEMS.

MR. BALFOUR AND THE PEACE
TREATIES.

Mr. Balfour, presiding at the International Congress of Philosophy at Oxford recently summed up an interesting discussion on the "Problem of Nationality." Criticism, he said, had been directed against the undue prominence which it was alleged, had been given in the Peace Treaties to the idea of nationality in re-constituting the map of Europe. He agreed that it was possible to talk about the principle of nationality in language of absurd exaggeration, as if it were an eternal and immutable principle which had always governed the constitution of human society, and as if the only problem that lay before statesmen was to see that the principle of nationality was carried out in the case of every civilized and uncivilized community. That was doing an injustice to the statesmen who had to deal with the tremendous problems that came before them. The world was complaining of the length of time it had taken to arrange these treaties. Nationality, he took it, was one of the methods which, in the gradual evolution of civilisation, humanity had found for doing that which was absolutely necessary, that being to act in some corporate capacity.

THE PRINCIPLE.

The principle of nationality in its present full sense and to its present extent was of rather late growth. It was only relatively recently that it had reached its present development. One of the most interesting historical states he could imagine was that of contemplating the development out of a feudal society of a nationality society. He agreed that they could not apply the principle of nationality as if it was a mathematical principle to be explained; to be applied throughout the whole realm of nature; not to be changed as civilisation changed, but to remain the eternal measure and method by which human society was constituted. What they could say of nationality was that it did level itself to modern developments. It lent itself more than any other system to all the complex interests of a very highly complex modern community. He would go further. He thought it was of all forms of producing human co-operation the one that lent itself best to democratic development. He was inclined to believe that full democratic constitution was by far the best for modern homogeneous society, and that the best way of getting that was through the principle, as far as they could develop it, of nationality. The basis of that principle lay, of course, with the people who had a consciousness of nationality in whom it was developed, and who could easily and without internal friction work together as one community. That was the object of it, and in so far as it had produced this result it was admirable.

But there was another side to it, which people were bound to remember. They could not make the frontiers of States to represent precisely what they wished. There were, for example, as those who had to deal with these things knew, what might be described as "islands" of alien population, like plums in a pudding, in the very middle of another population. It was evident they could not be given a separate national existence; it was out of the question. They were sections of a population who, either for a geographical reason, or for any other, found themselves members of a nation which they chose to regard for linguistic or racial or religious, or any other reason, as alien to themselves, but it was their duty to remember that their natural feeling of nationality must be subordinated to the greater whole. That was a duty which people forgot, and it was not to the credit of any politician or statesman or legal man that he worked on this mass of nationality to produce division. The proper use of the feeling of nationality was to produce union.

must have reached the applicable and too relevant truth of the wisest and the greatest of his countrymen that "to criminate and to recriminate was never yet the road to reconciliation" in any differences among men. Coercion, let us remember, is a very different thing as applied to civil law and civil policy and where it is the name for military coercion that are becoming by scale and expansion in their sense, coercion is a rather a vague, conventional, and mechanical word for an army of occupation. Those of us who look back upon the strange new life of Irish things for the last generation cannot but note that the movement of British opinion has brought us to a momentous turn.

It is the worst fatuity to forget among obvious and central truths that the long spell of coercion that Ministers seem to "consecrate" means a whole generation born and brought up in association, bitterly hostile to England. In Cromwell's ever-memorable words, "The mind is the man." What sort of "mind is the man" are prepared for Irishmen by the shortsighted ultras who today are understood to talk of completing Oliver's half-done work. The Victory may easily muster military force enough to make sure of pretty speedy conquest, though it is to be hoped that proportion of the force will be taken from the brave Irish soldiers who fought under his command in France. Well may your able Dublin correspondent forewarn us that the policy of reprisals would prove worse and darker in all its prolonged ulterior results than the dire malady itself. This is the most cogent of all the drawbacks. We may sympathize or dislike, but it is folly to forget that the heart of Nationalist Ireland is tenacious. However, we may differ as to the utility of coercion to law and order, there is on the other hand no question of its bearing on our national credit and character—in India, for instance, where in those feverish days the standing common impression of our devotion to the sovereign principle of justice and equal law is a living asset of British power. Say what we will, it is no better than a commonplace to realize that resort to a policy of exceptional repression must be counted, so far as it goes, an admission of failure and a mark of weakness, not of abiding strength.—Yours faithfully,
MORLEY OF B.

October 3rd.

BATTLE MEMORIALS.

REGIMENTAL PROJECTS AT HOME
AND ABROAD.

A return of the Battle Exploit Memorials Committee, summarised in *The Times* of August 9th, showed that 140 claims for the erection of battlefield memorials had been registered in nine different countries. It was pointed out that in some cases battalions, brigades, and divisions had decided to combine in a general memorial. Inquiry addressed to the various regimental headquarters leads to the conclusion that the memorials undertaken for the perpetuation on the spot of the deeds of particular regiments or battalions are comparatively few. In many instances the matter is still under consideration. One of these is the Guards, the committee of whose memorial fund has the question in hand. In other instances attention is concentrated on memorials at the depots or in neighbouring churches. Local memorials, whether small or extensive, often seem a barrier against those of the battlefield; and it is perhaps natural that a regiment should aim first at securing its fame at home.

HIGHLANDERS.

The Seaforth Highlanders' Association hopes to raise £50,000 (of which £3,000 is in hand) to commemorate the 50,000 men of all ranks who served in the regiment, the 8,000 killed, and the large number of wounded. The appeal and the principles underlying it illustrate what has to be more or less generally remembered in the disposal of funds. The weight of opinion here favours assistance to those who have suffered in the war and their dependents rather than the erection of monuments. In the regimental district, which comprises the fourth of the area of Scotland and includes no town of much over 10,000 inhabitants, parish monuments or mural tablets have been strongly supported, and there is little enthusiasm for anything overseas unlikely to be seen by the country people. The two objects placed first in the appeal are therefore a comprehensive scheme of grants in aid to supplement existing war funds for the next 40 years, and a subscription to the Scottish National Memorial at Edinburgh Castle. The third object is the erection of regimental memorials in the form of an "Iona cross," at the Point du Jour, Vinny Ridge, and on a site to be selected in the regimental district.

On behalf of the Gordon Highlanders a meeting has been held at Aberdeen, and has decided on the erection of a memorial club in the town, as a rest-home for non-commissioned officers and men at a cost of £40,000. The Cameronians' memorial will also take the form of endowment of some institution, and of contributing to the Scottish National Memorial. As a large sum is required for these purposes, the question of a battlefield memorial resolves itself into one of money. The Royal Scots, again, were so intimately connected with all fronts that, after much discussion, it has been decided to centralise and make the regimental memorial in Edinburgh, the heart of the regimental district, and not to contemplate the erection of a battlefield memorial. With regard to the Cameronians (Scottish Rifles) a scheme is being considered for a monument on the battlefield of Neve Chapelle, where the 2nd Battalion was almost annihilated in March, 1915.

ENGLISH REGIMENTAL PLANS.

The Loyal North Lancashire Regiment has raised a fund for a memorial in granite or other stone on the banks of the Aisne near Verdennes. Memorials of the South Lancashire Regiment will be erected in the divisional memorials, the 5th (7th) Battalion in that of the 35th Division, the 6th (5th) Battalion in the 15th Division obelisk on the Dials river, close to Table Mountain; the 7th (8th) Battalion in three monuments being erected by the 15th Division at La Boisselle, Wytschaete, and Montauban de Bligny; the 9th (5th) Battalion in the memorial to the officers and other ranks of the 6th Infantry Brigade who fell in the attack on the "P" ridge, near Doiran, Macedonia, on September 19th, 1915.

The officers of the 4th Dragoon Guards have decided not to erect a special memorial on any battlefield in France or Belgium, but wish to include the name of the regiment on monuments which may be built at Meunies, Ypres, the Aisne, Cambrai, Loos, the Somme, and Amiens. The South Staffordshire Regiment is helping in the erection of the monuments of the divisions in which its battalions served, and does not for the present propose regimental monuments.

A stone column bearing the regimental badge with an inscription and the names of officers and other ranks who fell in the assault on Fricourt, July 1st, 1916, is being erected close to the village on behalf of the 7th (8th) Battalion of the Yorkshire Regiment. The York and Lancaster Regiment will commemorate its 3,144 fallen by a memorial in Sheffield, with replica in modified form in the other towns with which the regiment is identified, by a tablet in the York Minster in the chapel, where all the regimental colours are deposited; and by a memorial on the site allotted to the Ypres Menin Road. To the last handsome sums have already been received.

An old officer of the 1st Battalion, Monmouth Regiment, whose son was killed on May 8th, 1915, in the second Battle of Ypres, has negotiated the purchase of the land on which the battalion fought on that day with the 25th Division, and it is proposed to put up there a monument to the 21 officers and 437 men who fell.

The Gloucestershire Regiment is erecting a plain stone obelisk 25ft. high on the Ypres-Menin Road near Hooge, opposite to what is now the tramway halt, "Cimetière des Tanks." The obelisk will bear the regimental badge, names of the principal actions in which the battalions of the regiment were engaged, and the inscription, "In memory of all ranks of the Gloucestershire Regiment who fought and fell in the campaigns of 1914 to 1918." The history of this scheme is rather curious. Proposals for the memorial were made in June, 1919, and the approval of the War Office was received in October. Subscriptions to the amount of £1,650 have been collected from the regiment and those connected with it, and about 2,250 more is promised. The surplus after paying for the obelisk is to be expended on some form of memorial in Britain or elsewhere in the country, but till the cost of the former is definitely settled no progress can be made towards it. (Continued at foot of next column.)

THE EX-KAISER.

ERZBERGER'S STORY OF THE WAR.

Her Erzberger's reminiscences, which have appeared, admittedly do not tell the full story of his war and peace experiences, remarks the "special correspondent of the *Daily Telegraph*, but they throw light on many points, and among others on the mentality of the Kaiser. The meeting of the monarch with the party leaders on July 20th, 1917, after the passing of the Reichstag peace resolution and the resignation of Dr. von Bothmann-Hellweg is described as follows:—

After the presentations the Kaiser talked to individual deputies in the adjoining room, and, first of all, to the present National President, Ebert. At first general non-political matters were discussed. It was only after some time had passed that a large circle formed round the Kaiser, who then turned upon current politics. To the general astonishment the Kaiser, among other things, said it was very good that the Reichstag wished a peace of compromise (sigh). Now, precisely, this very vague word was excluded from the Reichstag resolution, though it had been strongly demanded by the Chief Command. The word "compromise," said the Kaiser, was "splendid" and had been invented by "him," here he pointed with his cigarette to the Vice-Chancellor, Helfferich, who was in attendance. Compromise would amount to this, that we should take money, raw materials, cotton, minerals, and oil out of the pockets of our enemies, and put them into our own pockets. "Compromise," he added, was quite a magnificent word. To their horror, the members of the majority parties not only said that the Kaiser was not informed as to their wishes, but felt themselves to be ridiculed by these remarks. The Kaiser's further observations were in the same direction. England and America had made an alliance to strangle with Japan after the war. He knew positively that Russia had allied herself with Japan for a counter-stroke. Further he declared, though the present war would not end with the defeat of England, it would result in a great understanding with France, and then, under his leadership, the entire Continent would begin the real war, which would be a war against England, and which he described as a second Punic war.

"Purge or democracy." The amazement among the deputies rose. Turning to the battle in the Galicia, which had taken place a few days earlier, the Kaiser said that the Guard, under his son Fritz, had "knocked out of the Russians the democratic dust from the West," and he added, "Where the Guard appears there is no democracy." Addressing himself to me, he spoke of the increase of the U-boat war, as to which I had doubts, saying that off the East Coast of England there was an area covered with wrecks of ships, that England would be done for in two or three months, and that 4,000,000 tons of wheat were lying ready in Australia, but could not be fetched. Finally, the Kaiser said, "My officers report to me that they now never see a single enemy ship on the high seas." I replied that in the case it was all the more remarkable that Admiral's staff should still announce the sinking of 600,000 tons and more shipping every month. With a gesture of displeasure, the Kaiser turned his back upon me. Passing to the question of canalisation, the Kaiser propounded a fanciful plan of diverting the Danube near Cernavoda along Trajan's Wall to the Black Sea. Then the International Danube Commission at Bratislava would be left high and dry.

Erzberger adds that the interview was the "deepest spade cut at the roots of the old regime," and that veteran deputies, who had hitherto refused to consider Parliamentary government, declared openly that availing that the existing system must lead Germany to disaster.

CAN SPIRITS TALK?

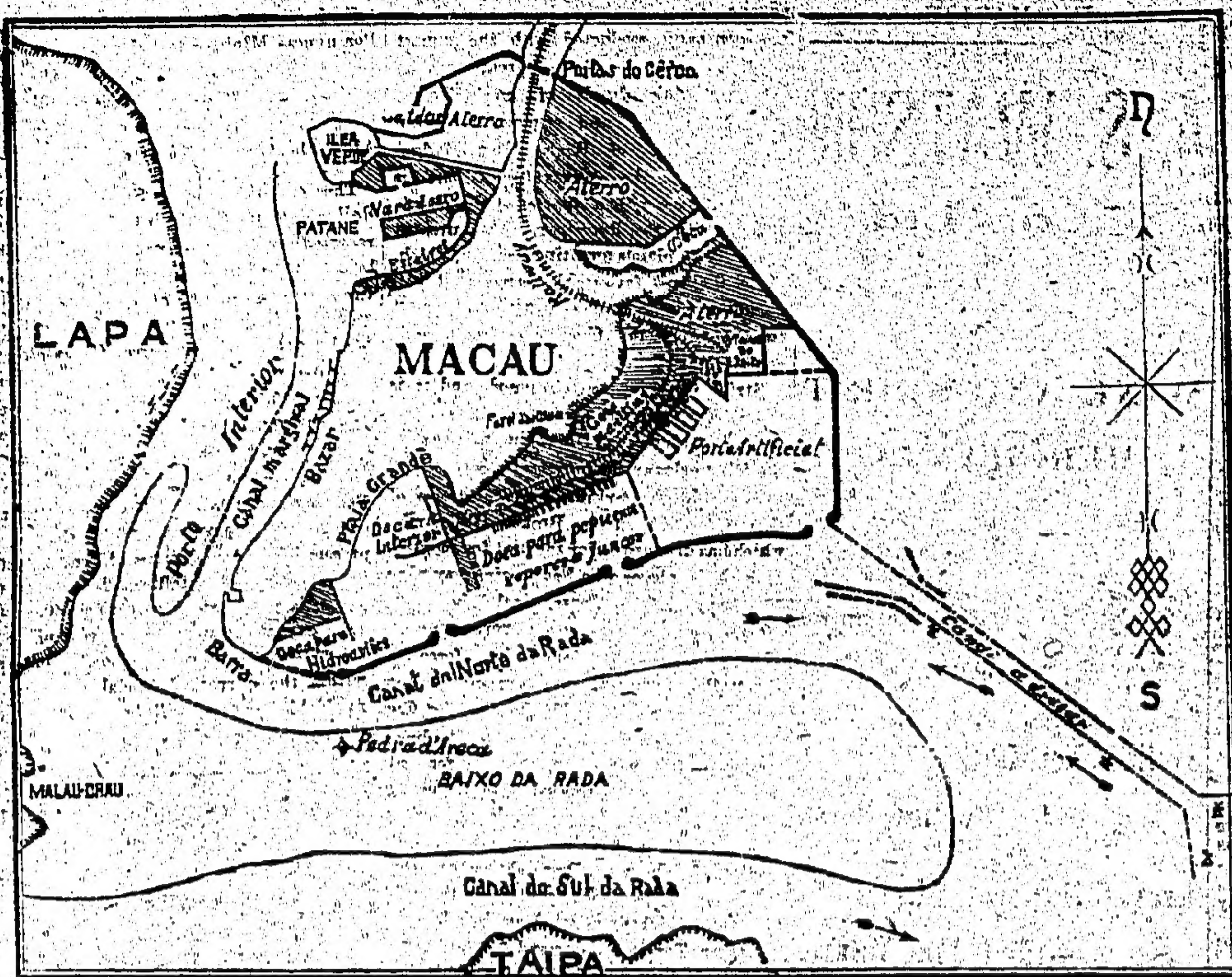
EDISON'S ATTEMPT TO OBTAIN
SCIENTIFIC PROOF.

The *Daily Express* New York correspondent writes:—The question whether spirits exist or not is to be tested scientifically. Mr. Edison, the famous inventor, has announced that he is at present working on the construction of a machine for the reception of spirit messages by strictly mechanical means.

He has made a statement regarding his views on the subject, which is published in the current number of the *American Magazine*. The inventor says:—"For my part, I am inclined to believe that our own personality hereafter will be able to affect matter. If this reasoning be correct, then we can evolve an instrument so delicate as to be affected, or moved, or manipulated, by our personality as it survives in the next life, such an instrument, when made available, ought to record something."

"I have been at work some time building an apparatus to see if it is possible for personalities who have left this earth to communicate with us. If this is ever accomplished it will not be by any occult, unifying, mysterious, or weird means, such as is employed by so-called mediums, but by scientific methods. If what we call personality exists after death, and that personality is anxious to communicate with us who are still in the flesh on this earth, there are or three kinds of apparatus which should make communication very easy."

latter. Delay is due simply to the difficulty experienced by the Belgian Government in deciding the ownership of the proposed site in Flanders. Meanwhile, owing to the rising cost of Belgian labour and materials, the contract price has appreciated by 25 per cent. since the original agreement was entered into. A large brass tablet with the names of fallen officers and men of the Kent Cyclist Battalion is being placed in the new memorial at Messines, the battalion's principal garrison station during its service in Flanders.



MACAO HARBOUR PROJECTS

AN EXPENDITURE OF ABOUT TEN MILLION DOLLARS INVOLVED.

WORK ALREADY IN PROGRESS.

The neighbouring Portuguese Colony of Macao is at the present time showing signs of a more progressive spirit in the administration than has been seen in the Colony for half a century or more. We have heard, for many years, of schemes of development with a view to enabling Macao to recover something of the commercial prestige in the Far East that once was hers, but it is only now that these schemes are beginning to take practical shape.

The reader who is at all acquainted with the history of foreign intercourse with China will scarcely need to be told that Macao has been in Portuguese possession since 1557, and that by the first half of the last century it had become a commercial centre of considerable importance. Foreign trade at Canton was confined to the old Factories, and the British, American, Dutch and other traders at Canton maintained a close relationship with Macao. Many of these traders resided in the Portuguese Colony for many weeks of the year. The decline in the prosperity of Macao set in as the new British Colony of Hongkong began to develop, and the tonnage of ocean shipping began to steadily increase. Hongkong possesses the inestimable advantage of a magnificent natural harbour, which can be entered at all states of the tide by ships as big as any imagination in the days of the foundation of the Colony could conceive. Macao, on the other hand, has suffered from the steady accumulation of silt from the Canton delta which closes the port against modern ocean-going shipping. The Colonial Government of Macao long ago recognised the need for an extensive scheme of harbour improvement, but the hand of Lisbon lay heavily on the Colony. The Colony was drained of its surplus revenues, the local administration was starved, trade declined, and in the end the local government has had to rely for its revenue very largely on the proceeds of the opium farm and gambling monopolies—for Macao long ago became known to Europeans as the "Monte Carlo of the East."

To the credit of a long succession of Portuguese Administrators, it must be said that they have been disappointed with this state of affairs. They have recognised that the existence of the Colony on the proceeds of the opium and gambling monopolies was not only precarious, but hurtful to national pride and repute. They have been anxious to see the Colony recover something of its former prosperity from legitimate commerce, and, recognising the improvement of the harbour to be the factor of primary importance in this effort, successive administrators have cordially recommended it to Lisbon. A detailed plan of a very big scheme was prepared thirty years ago by Senhor Adolpho Loureiro. But the Lisbon authorities relegated the plans to the pigeon-

holes. This did not, however, silence the advocates of the scheme in Macao, and, about eighteen years or so ago, another expert engineer, Senhor Costello Branco, was sent from Lisbon to examine the scheme. He made a few amendments to the plan, but his report and plans shared the fate of those of Senhor Loureiro. Then came the great Constitutional change in Portugal, with the promise of a greater measure of autonomy for the Colonies. Macao would seem to have profited to some extent from the change.

Again the need of harbour improvement was pressed, with the result that Admiral Hugo de Lacerda, an acknowledged authority on works of this kind, was sent out to Macao to examine the scheme proposed. Admiral de Lacerda, it may be mentioned, planned and superintended the important harbour works at Lourenco Marques. As a result of his study of the Macao scheme he modified it. The original scheme contemplated only the improvement of the inner harbour. Admiral de Lacerda's scheme, while providing for important work in the inner harbour to make it better fitted for the accommodation of the considerable fleet of junks which trade between Macao and neighbouring ports, and engage in the important local fishing industry, provides, as its main feature, for the creation of a harbour for large vessels in front of the city, as will be seen from the sketch plan we reproduce.

The scheme is now at Lisbon and formal approval of it is confidently expected very shortly. It may be mentioned that any representations from Macao on this subject just now are likely to receive the closest and most sympathetic consideration, owing to the fact that former Administrators of the Colony, intimately acquainted with its circumstances and its needs, are now occupying important official positions in Lisbon. Senhor Manuel da Rocha, who, for several years, was the Colonial Secretary at Macao, and for a short time administered the Government, is now the Minister for the Colonies; Senhor Tavaquina Barbosa, the immediate predecessor of the present Governor of the Colony, is also occupying an important official position, and the fact that the money required for the undertaking is already in the hands of the Macao Government is perhaps the best assurance that the scheme has at length been brought into the realm of practical realities.

THE INNER HARBOUR.

In fact, the work on the portion of the scheme affecting the inner harbour is already in a very advanced state of progress. Over half a million dollars has already been spent on this portion of the work. The new reclamations in the inner harbour, as well as those contemplated in the outer harbour, are represented

ed by the shaded portions on the plan. Owing to trade conditions in Europe following on the war, it has not been possible to get prompt delivery of dredging machinery, and the work is being done largely by Chinese manual labour. The reclamations are extensive and the work gives employment to a considerable number of Chinese, for whose industry and ingenuity Admiral de Lacerda, who is personally superintending the work, has conceived the highest admiration. There is a great deal of quarrying to be done also for the stone required for the building of sea walls. Some substantial sea walls are already in situ, and many thousands of granite blocks, already dressed and numbered, are already on the site of the reclamation, for immediate use. A Decauville railway is used for the transfer of the mud. This line runs right across the neck of the peninsula and the mud excavated in the inner harbour, is being dumped on the other side, near the Barrier, so that the work on the outer harbour may be said to have been already begun. When the work on the inner harbour is completed very excellent anchorage will be afforded for the large junk traffic of the port, and there will be greatly improved facilities for breaming and repairing. The work done on this section of the scheme has already produced a gratifying transformation in this part of the Colony. This section of the scheme will be completed in about eighteen months from now.

THE OUTER HARBOUR.

It will be seen that the main feature of the outer Harbour scheme is a protected anchorage which will accommodate vessels drawing up to 23 feet, and a long deep water channel of approach giving a depth of 14 feet at low tides and 23 feet at high tides. Admiral de Lacerda is confident that this channel can be maintained. The mud dredged in the making of the harbour and the channel will go to create an artificial island, surrounded by stone walls, which will be formed roughly just south of the island leading to the inner harbour. Contracts for the building of the mole and piers of the outer harbour will be let by tender, but the dredging work will be done by the Government, not only because it is considered that it will more economical for the Administration to do the dredging itself, but because necessary equipment for dredging will have to be purchased by the Administration for the maintenance of the channels when they have once been made, and for general dredging operations.

OLD OBSTACLES REMOVED.

The principal difficulties which have hitherto stood in the way of this project have been removed. When reclamation work was begun last year on the inner harbour portion of the scheme, it will be remembered that the Chinese authorities vigorously protested, and a very serious situation arose. Though Macao has been in the possession of the Portuguese since 1557 the territory has never been delimited, and these extensive reclamation works in the inner harbour at once raised the question of the Macao Government's title to make them. The Chinese set up a claim to the area near Green Island which are being converted into a junk anchorage. The claim, on the face of it, was one for which no impartial person could possibly see the slightest justification in the circumstances. The Chinese authorities eventually recognised the rights of the Portuguese authorities over the area concerned, and an agreement was entered into which cleared up some of the questions which had been the cause of frequent unpleasantness between the Governments of China and Portugal. One of these questions related to the construction of the new harbour at Macao. This agreement has been endorsed by the Government in Peking, so that the Macao Government is enabled to proceed with the scheme without fear of any further trouble arising with China. For the agreement covers the works contemplated in the outer harbour as well as the inner harbour.

MONEY AVAILABLE.

Financially, there is no obstacle to the progress of the undertaking. H.E. the Governor informed the writer that the Government of Macao has on deposit in the Banco Nacional Ultramarino and in the Banks of Hongkong, exclusively reserved for the construction of the new harbour, a sum of nearly nine million dollars—an amount deemed to be sufficient to complete the scheme; and His Excellency added that he expected its completion within the next three years.

TRADE POSSIBILITIES.

Given the harbour, where is the trade coming from to make the undertaking worth while? When this question was put to a Portuguese resident of Macao, he replied by asking: "Where does the trade of Hongkong come from? Not from Hongkong itself, which is purely a distributing centre." In the interview which the writer had with the Governor of Macao, His Excellency described the geographical position of Macao as a magnificent outlet for the Chinese region behind it. Moreover, Portugal and her large Colonies like Angola, Mozambique and Timor, could develop, through Macao, an important trade with China and Japan. Portuguese law in this respect, His Excellency explained, was largely protectionist. The customs tariff allows a discount of 50 per cent. on merchandise coming into Portugal from the Portuguese Colonies, and, given good harbour facilities, it should be possible for Macao to become an active export centre for the Portuguese markets.

Replying to an inquiry as to the present value of the trade of Macao, His Excellency said that notwithstanding the present state of the harbour, the trade is yet represented by important figures and the following round figures were given as representing the imports and exports by sea route only:—

	IMPORTS.	EXPORTS.
1916	\$17,000,000	\$10,000,000
1917	\$18,000,000	\$11,500,000
1918	\$13,000,000	\$10,000,000
1919	\$14,000,000	\$13,000,000

These figures represent the returns made to the Harbour Department and are more likely to be understated than exaggerated. Considering the great obstacle to shipping traffic which the silted state of the harbour represents, His Excellency regarded these figures as showing that Macao is unquestionably in a situation favourable to the development of a considerable trade, and as guaranteeing a growing movement of traffic once Macao is provided with improved harbour facilities.

FUTURE TRADE PROSPECTS.

We understand that special officers are studying every prospect of trade development in connection with the new harbour facilities. It will be noticed that the railway to Canton, which was projected long ago as a joint Portuguese and Chinese enterprise, figures on the plan, and is by no means regarded as dead. But it may not be necessary to wait for the railway to see the development of trade between the port and the hinterland. The growth of motor traffic in recent years has directed the attention, even of the Chinese to the subject of road construction. It happens that in the district of Heungshan, which lies at the back of Macao, there resides large numbers of returned emigrants—men who have spent years in America, Australia and other parts, and are familiar with the advantages of good roads and rapid communications. The motor lorry and the motor bus are not unknown in the district, and it is quite within the bounds of possibility that this district can be persuaded to show the way to the rest of China in the opening up of the country by good roads, thereby promoting industrial development in the district as well as making possible the diversion of some of the West River trade to Macao. With the acquisition of a harbour capable of accommodating ocean-going vessels, it is only to be expected that every effort will be made to develop the shipping trade of the port.

OTHER PUBLIC IMPROVEMENTS.

In the interview accorded to the writer His Excellency the Governor incidentally referred to criticisms which have been made by correspondents in the columns of the *Hongkong Daily Press* for the effect that the reversion of the Colony were devoted not to the development of the Colony, but to the maintenance of an unnecessary number of expensive officials. This criticism His Excellency regarded as unjust to Portugal. He emphasised that officials were necessarily numerous because Macao was isolated from other Portuguese territories and needed a complete administrative organisation which, of course, was inevitably expensive. They must have Departments staffed with Europeans and Chinese representing the Judiciary, Public Health, Military Defence, Marine Superintendence, Public Works and others; and recently it had happened in Macao, as in Hongkong, that the Government had had to increase salaries because of the high cost of living.

But His Excellency emphasised that this had not been done at the expense of necessary public improvements in the Colony. A solution is being found for the problem of the water supply. The Public Works Department has some portion of the work now in hand and a contract has been let to Messrs. Turner & Co., of Tientsin, for other portions of the undertaking. The hygienic transformation of the insanitary districts of the town proceeds continually, so that the native town of Macao might be called the most hygienic city in all South China. A contract had also been let for putting the telephone wires underground; town drainage work was in progress; and an up-to-date equipment was coming for the fire brigade. Certainly there are many signs of progressive development to be observed in Macao just now. But the great harbour scheme is the most striking feature, and its completion will add many hundreds of acres to the area of the Colony.

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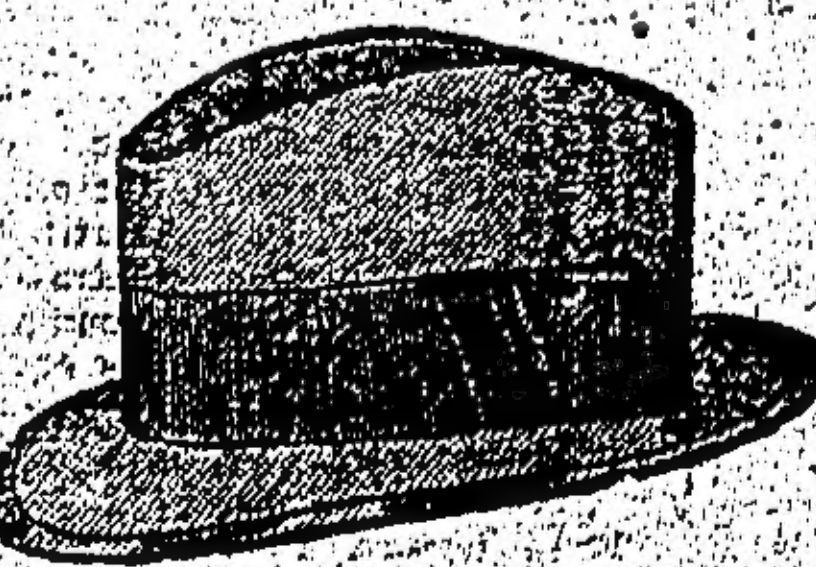
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NOTICE.

WE beg to announce that we have just unpacked the second shipment of DUNHILL pipes (Standard Brier and Shell Brier), more varieties in shape and size and price than previous shipments.

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OPEN to all PLAYERS of 1st handicap and under. Match play. Entries Close December 1st.

[1895]

IN THE MATTER OF THE COMPANIES ORDINANCE, 1911.

IN THE MATTER OF THE HONG KONG MERCANTILE CO. LTD.

NOTICE IS HEREBY GIVEN that the Creditors of the above-named Company, which is being voluntarily wound up, are required, on or before the Fourteenth day of December, 1920, being the day for that purpose fixed by the undersigned, to send their names and addresses and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to the undersigned, at 7, Queen's Road Central, Hong Kong, the Liquidator of the said Company, and if so required by him in writing from the undersigned, to prove their said debts or claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

M. FERNANDEZ,
Liquidator.
Hongkong, November 17th, 1920. [1896]

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FOR SWITZER BOOK-KEEPER. Portuguese with knowledge of Cantonese preferred, should be acquainted with Shipping, road prospects.

Apply, stating salary required to—
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APPLICATION has been made to the Directors of this Company to issue to FREDERICK J. LEE, of Ice House Street, Victoria, Hongkong a Duplicate Certificate or Certificates of the undermentioned 500 (Five hundred) Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that under circumstances amounting to larceny or false pretences, the original Certificates have been lost possession of—

Certificate No.	No. of Shares	Shareholder's Name	Present Registered
7017	1-47	50 \$900 to 200000000	Hon. Sir C. P. Chater, K.C.M.G.
7020	15-19	50 \$900 to 200000000	M. S. Brown, Esq.
7021	20-24	50 \$900 to 200000000	M. S. Brown, Esq.
7022	25-29	50 \$900 to 200000000	M. S. Brown, Esq.
7023	30-34	50 \$900 to 200000000	M. S. Brown, Esq.
7024	35-39	50 \$900 to 200000000	M. S. Brown, Esq.
7025	40-44	50 \$900 to 200000000	M. S. Brown, Esq.
7026	45-49	50 \$900 to 200000000	M. S. Brown, Esq.
7027	50-54	50 \$900 to 200000000	M. S. Brown, Esq.
7028	55-59	50 \$900 to 200000000	M. S. Brown, Esq.
7029	60-64	50 \$900 to 200000000	M. S. Brown, Esq.
7030	65-69	50 \$900 to 200000000	M. S. Brown, Esq.
7031	70-74	50 \$900 to 200000000	M. S. Brown, Esq.
7032	75-79	50 \$900 to 200000000	M. S. Brown, Esq.
7033	80-84	50 \$900 to 200000000	M. S. Brown, Esq.
7034	85-89	50 \$900 to 200000000	M. S. Brown, Esq.
7035	90-94	50 \$900 to 200000000	M. S. Brown, Esq.
7036	95-99	50 \$900 to 200000000	M. S. Brown, Esq.
7037	100-104	50 \$900 to 200000000	M. S. Brown, Esq.
7038	105-109	50 \$900 to 200000000	M. S. Brown, Esq.
7039	110-114	50 \$900 to 200000000	M. S. Brown, Esq.
7040	115-119	50 \$900 to 200000000	M. S. Brown, Esq.
7041	120-124	50 \$900 to 200000000	M. S. Brown, Esq.
7042	125-129	50 \$900 to 200000000	M. S. Brown, Esq.
7043	130-134	50 \$900 to 200000000	M. S. Brown, Esq.
7044	135-139	50 \$900 to 200000000	M. S. Brown, Esq.
7045	140-144	50 \$900 to 200000000	M. S. Brown, Esq.
7046	145-149	50 \$900 to 200000000	M. S. Brown, Esq.
7047	150-154	50 \$900 to 200000000	M. S. Brown, Esq.
7048	155-159	50 \$900 to 200000000	M. S. Brown, Esq.
7049	160-164	50 \$900 to 200000000	M. S. Brown, Esq.
7050	165-169	50 \$900 to 200000000	M. S. Brown, Esq.
7051	170-174	50 \$900 to 200000000	M. S. Brown, Esq.
7052	175-179	50 \$900 to 200000000	M. S. Brown, Esq.
7053	180-184	50 \$900 to 200000000	M. S. Brown, Esq.
7054	185-189	50 \$900 to 200000000	M. S. Brown, Esq.
7055	190-194	50 \$900 to 200000000	M. S. Brown, Esq.
7056	195-199	50 \$900 to 200000000	M. S. Brown, Esq.
7057	200-204	50 \$900 to 200000000	M. S. Brown, Esq.
7058	205-209	50 \$900 to 200000000	M. S. Brown, Esq.
7059	210-214	50 \$900 to 200000000	M. S. Brown, Esq.
7060	215-219	50 \$900 to 200000000	M. S. Brown, Esq.
7061	220-224	50 \$900 to 200000000	M. S. Brown, Esq.
7062	225-229	50 \$900 to 200000000	M. S. Brown, Esq.
7063	230-234	50 \$900 to 200000000	M. S. Brown, Esq.
7064	235-239	50 \$900 to 200000000	M. S. Brown, Esq.
7065	240-244	50 \$900 to 200000000	M. S. Brown, Esq.
7066	245-249	50 \$900 to 200000000	M. S. Brown, Esq.
7067	250-254	50 \$900 to 200000000	M. S. Brown, Esq.
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7073	280-284	50 \$900 to 200000000	M. S. Brown, Esq.
7074	285-289	50 \$900 to 200000000	M. S. Brown, Esq.
7075	290-294	50 \$900 to 200000000	M. S. Brown, Esq.
7076	295-299	50 \$900 to 200000000	M. S. Brown, Esq.
7077	300-304	50 \$900 to 200000000	M. S. Brown, Esq.
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7079	310-314	50 \$900 to 200000000	M. S. Brown, Esq.
7080	315-319	50 \$900 to 200000000	M. S. Brown, Esq.
7081	320-324	50 \$900 to 200000000	M. S. Brown, Esq.
7082	325-329	50 \$900 to 200000000	M. S. Brown, Esq.
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7084	335-339	50 \$900 to 200000000	M. S. Brown, Esq.
7085	340-344	50 \$900 to 200000000	M. S. Brown, Esq.
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7087	350-354	50 \$900 to 200000000	M. S. Brown, Esq.
7088	355-359	50 \$900 to 200000000	M. S. Brown, Esq.
7089	360-364	50 \$900 to 200000000	M. S. Brown, Esq.
7090	365-369	50 \$900 to 200000000	M. S. Brown, Esq.
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7097	400-404	50 \$900 to 200000000	M. S. Brown, Esq.
7098	405-409	50 \$900 to 200000000	M. S. Brown, Esq.
7099	410-414	50 \$900 to 200000000	M. S. Brown, Esq.
7100	415-419	50 \$900 to 200000000	M. S. Brown, Esq.
7101	420-424	50 \$900 to 200000000	M. S. Brown, Esq.
7102	425-429	50 \$900 to 200000000	M. S. Brown, Esq.
7103	430-434	50 \$900 to 200000000	M. S. Brown, Esq.
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7105	440-444	50 \$900 to 200000000	M. S. Brown, Esq.
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7109	460-464	50 \$900 to 200000000	M. S. Brown, Esq.
7110	465-469	50 \$900 to 200000000	M. S. Brown, Esq.
7111	470-474	50 \$900 to 200000000	M. S. Brown, Esq.
7112	475-479	50 \$900 to 200000000	M. S. Brown, Esq.
7113	480-484	50 \$900 to 200000000	M. S. Brown, Esq.
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7117	500-504	50 \$900 to 200000000	M. S. Brown, Esq.
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7119	510-514	50 \$900 to 200000000	M. S. Brown, Esq.
7120	515-519	50 \$900 to 200000000	M. S. Brown, Esq.
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7140	615-619	50 \$900 to 200000000	M. S. Brown, Esq.
7141	620-624	50 \$900 to 200000000	M. S. Brown, Esq.
7142	625-629	50 \$900 to 200000000	M. S. Brown, Esq.
7143	630-634	50 \$900 to 200000000	M. S. Brown, Esq.
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7150	665-669	50 \$900 to 200000000	M. S. Brown, Esq.
7151	670-674	50 \$900 to 200000000	M. S. Brown, Esq.
7152	675-679	50 \$900 to 200000000	M. S. Brown, Esq.
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7154	685-689	50 \$900 to 200000000	M. S. Brown, Esq.
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7156	695-699	50 \$900 to 200000000	M. S. Brown, Esq.
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7159	710-714	50 \$900 to 200000000	M. S. Brown, Esq.
7160	715-719	50 \$900 to 200000000	M. S. Brown, Esq.
7161	720-724	50 \$900 to 200000000	M. S. Brown, Esq.
7162	725-729	50 \$900 to 200000000	M. S. Brown, Esq.
7163	730-734	50 \$900 to 200000000	M. S. Brown, Esq.
7164	735-739	50 \$900 to 200000000	M. S. Brown, Esq.
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7181	820-824	50 \$900 to 200000000	M. S. Brown, Esq.
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7183	830-834	50 \$900 to 200000000	M. S. Brown, Esq.
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7187	850-854	50 \$900 to 200000000	M. S. Brown, Esq.
7188	855-859	50 \$900 to 200000000	M. S. Brown, Esq.
7189	860-864	50 \$900 to 200000000	M. S. Brown, Esq.
7190	865-869	50 \$900 to 200000000	M. S. Brown, Esq.
7191	870-874	50 \$900 to 200000000	M. S. Brown, Esq.
7192	875-879	50 \$900 to 200000000	M. S. Brown, Esq.
7193	880-884	50 \$900 to 200000000	M. S. Brown, Esq.
7194	885-889	50 \$900 to 200000000	M. S. Brown, Esq.
7195	890-894	50 \$900 to 200000000	M. S. Brown, Esq.
7196	895-899	50 \$900 to 200000000	M. S. Brown, Esq.
7197	900-904	50 \$900 to 200000000	M. S. Brown, Esq.
7198	905-909	50 \$900 to 200000000	M. S. Brown, Esq.
7199	910-914	50 \$900 to 200000000	M. S. Brown, Esq.
7200	915-919	50 \$900 to 200000000	M. S. Brown, Es

CABLES.

EARLIER CABLES.

(THROUGH BRITISH AGENTS.)

IRISH OUTRAGES.

FURTHER ATTACKS ON POLICE.

LONDON, November 14th.
Seven police were ambushed at Knock-bourne, Kildare. Two of the assailants were killed and five captured. None of the police were injured.

In the course of a raid for arms in Dublin, the troops fired one shot on an advancing crowd of men who refused to halt. The bullet hit two children, killing one.

A police motor-car was ambushed near Tipperary and three police were killed and three wounded. The car was brought to a standstill by a shot fired at the steering gear. The police put up a gallant resistance but the car was burned. The attack was at close quarters on the Galbally Road. It is reported that a bomb was flung into the car.

In the Templemore district, a former constable was viciously beaten with sticks and is not expected to live.

Two masked and armed men entered the Post Office at Castle Council, held up the Postmistress, and stole moneys and stamps valued at £1,400.

The residence of Mr. Malony, M.P., in South Tipperary, has been burned down.

LEAGUE OF NATIONS.

AMERICA'S POSITION STILL DOUBTFUL.

GENEVA, November 14th.

The Headquarters of the League of Nations was the centre of attraction this afternoon, on the occasion of the first meeting of the Council, which was held in the White and Gold Salon overlooking the lake. M. Hymans presided and Mr. Fisher, (Britain), M. Leo Bourgeois, (France), Viscount Lohi, (Japan), M. Caramazza, (Greece), and Signor Tittoni, (Italy), were among those present.

An Economic Committee was nominated and a Financial Commission appointed to carry out the Brussels resolutions. So far, eleven have been selected. It is uncertain whether America will be represented.

Regarding the report from Tokyo that the Japanese have several so-called equality proposals to lay before the Assembly, the Japanese Ambassador states that the report is quite untrue, pointing out that for practical purposes it would be useless to introduce a sensational matter to the Assembly. He added: "We must always consider the feelings of Australia and also California."

CANADA'S RAILWAYS.

A FRAUDULENT ACCOUNTANT.

OTTAWA, November 13th.

The Registrar of the Exchequer Court, in examining the affairs of the Central Railway Company of Canada, expresses doubt if the deliberate tampering with the Company's books at the instance of the Railway President, Mr. Armstrong, has ever been paralleled in Canada. He mentions a debit entry of \$229,000 which had been changed to a credit entry.

MALAY CRIMINALS.

NEW EXTRADITION TREATY.

LONDON, November 13th.

Britain and Holland have concluded an Extradition Treaty regarding fugitives from justice in the Malay States.

NOBEL PRIZES.

NO BRITISH WINNERS.

STOCKHOLM, November 13th.

The 1919 Nobel Prize for Literature has been awarded to a Swiss, M. Spitteler. The newspapers are much astonished, as they expected it would be given to Thomas Hardy.

The 1920 Prize has been awarded to a Norwegian, M. Knutson who was formerly a shoemaker's apprentice.

DUTCH VISITOR'S LOSS.

MAN DISAPPEARS WITH HANDBAG.

Mrs. Repelaar Van Driel, a guest at Astor House Hotel, was the victim on Tuesday evening of a daring robbery. She was walking up Wyndham Street, carrying a black velvet hand-bag when a Chinese came up from behind, snatched the bag, and disappeared. The bag, which was valued at \$13, contained \$13 in notes, a pair of diamond earrings, valued at \$100, a passport, and a letter of credit for a large sum of money.

SMUGGLING AMMUNITION.

FISH AND BULLETS.

TWO CHINESE FINED \$250 EACH.

Two Chinese, one of whom was dressed in European clothes, and who told the Magistrate that he had only recently arrived from America, were charged before Mr. N. L. Smith, at the Magistrate's yesterday, with the unlawful possession, without a permit, of a rifle and 350 rounds of ammunition.

Mr. E. Davidson appeared for the defence.

A Chinese revenue officer said that at about 2.30 p.m., on Tuesday, he saw the defendants on board the s.s. *Taipei* removing a big basket of salt fish from one end of the deck to another. The basket was covered with a piece of matting which had been worn on. He questioned the defendants who admitted to him that the basket was their property. Just then Chief Preventive Officer Wildin came on board and ordered the witness to rip open the mat. This was done, and among the salt fish was found a box of rifle ammunition. The basket was removed to the office where a further search revealed a rifle and several more boxes of ammunition.

Mr. Davidson: The basket was not on gangway when witness first saw it. Witness told Mr. Wildin that the defendants had said to him.

Mr. Davidson: Can you explain why the second defendant, who appeared to be a coolie, should be allowed out on bail of \$1,000, and the other only \$500?

Inspector Cooke, who prosecuted, said that this had nothing to do with the witness. The bail was fixed by him and he had reason for asking for \$1,000 for the second defendant.

Mr. Davidson: As a matter of fact, the second defendant admitted ownership of the basket, and No. 1 denied all knowledge of it.

Witness: No. They both admitted ownership of the basket.

Continuing the witness said that the basket bore two Chinese characters which translated read: "Kunlyk port."

Another Chinese revenue officer said that before the arrival of Mr. Wildin, the second defendant refused to allow the basket to be opened.

By Mr. Davidson: Witness's suspicion was aroused because the basket was exceptionally heavy, and required two men to carry.

After further evidence, Mr. Davidson addressed the Magistrate disclaiming on behalf of the defendants, the ownership of the basket.

The Magistrate convicted the defendants and fined them \$250 each.

THIEVES BUSY ON STEAMERS.

CHEQUES AND MONEY STOLEN.

A Chinese on the French steamer *Chili* has reported to the Police that on Tuesday his passport, \$500 francs in notes, and a cheque were stolen from his cabin.

An Indian passenger on the *Empress of Asia*, reported that while at sea he missed two cheques and \$152 Canadian money from his cabin.

SPORT.

RUGBY.

H.K.F.C. team v. Nery to-day at 5 p.m. — E. Chester-Woods, G. A. V. Hall, A. M. D. Wallace, P. H. Baker, N. B. Dick, G. E. Roberts and V. E. Smyth; G. G. Tinson, H. E. Baxter, N. C. Macnamara, A. T. Lamplugh, N. A. Harper, A. H. Cobb, H. Lyon-Brown, and J. Ralston.

CRICKET.

I.R.C. v. R.G.A.

The above match will take place on Saturday at 2 p.m., on Sookunpo Valley ground. The following will represent the Indians: A. E. Rumball, G. O. Barde, S. H. Imaill, S. E. Balak, A. A. Rumball, K. Khan, B. D. Imaill, D. Weerapuli, S. A. Imaill, S. R. Curran, and A. N. Other.

FOOTBALL.

The following 2nd Division League matches will take place on Saturday next: 2.30 p.m. — R.G.A. v. Club de Recrio, Sookunpo ground. 2.30 p.m. — Club Rev. v. United F.C., Club ground. 2.30 p.m. — Orlers United v. South China F.C., Nery B ground. 4 p.m. — Puntale v. St. Joseph's South China ground. 4 p.m. — Indian v. Kowloon, St. Joseph's ground.

BILLIARDS.

A further match in the Palace Hotel Handicap was decided last night, when A. The (scr.), defeated J. E. Clapham, (125). The final score was The 250, Clapham 30. Highest break 125-17; Clapham 13. Tomorrow night at 8.30: J. Snook (400), B. Ho Sai Man, (scr.), will be the match.

PEKING NOTES.

(FROM OUR OWN CORRESPONDENT.)

SIXTY MILLION FANCY DEATH BY FAMINE.

That the calamity facing millions of Chinese in the north by the failure of crops, due to the drought, is too colossal to be met by private effort, is becoming more and more apparent. It is felt that only Government measures, backed up by loans from abroad, can cope with the pending disaster, and it is this growing conviction which explains the slowness with which subscriptions are forthcoming for the relief contemplated. Nevertheless, the International Famine Relief Committee is hard at work and efforts are being fairly well co-ordinated, but at best they can only touch the fringe of the hunger-stricken areas. Statistics collected and issued to-day show that practically sixty millions in three affected provinces are facing death, and that over two million dollars are required for their immediate necessities. Destitution and depopulation in Europe seem trifling in comparison with this tragedy, which the victims meet intently, and stoically as an act of Heaven, which must not be questioned.

THE RUSSIAN ATTACK ON URGU.

Despite efforts in prejudicial circles to minimise the attack upon Urgu by Russians, believed to be part of a Scenoff's forces, driven out of Chita into Mongolia, there is little doubt that a serious situation has developed in that region. Though telegrams by land line, or by the newly established wireless station, are not now permitted to come through, the Government has received information to the effect that the handiwork, among whom are said to be a number of Japanese, have occupied the approaches to the city, and the Chinese warship there is in a perilous position. The reinforcements available so far are unequal to the task of moving across the plain, and one telegram last week mentioned that one of Anderson, Meyer and Company's catavans had been attacked, and it was also reported that seven motor cars belonging to the Mongolian Trading Company had been commandeered. Naturally Mr. Coleman, the manager of this concern, laid the matter before the American Legation which duly protested to the Waichingun. Later it was learned that three of them had returned to Kalgan, meanwhile an expedition is being planned to release Mr. E. W. Mills, a mining engineer, and Mr. McLaughlin, both Americans, and an Englishman, Mr. Miles, the agent of a Russian trading company, Major Dockray, who has returned from the supervision of the construction at Urgu, and Messrs. Faxon, Guphill and Manning, will constitute the rescue party.

THE WEATHER.

The pleasant prolonged autumn was suddenly terminated and winter rudely ushered in last Monday with a fierce blizzard. The thermometer dropped thirty points and the flowers who had pointed to take the plants indoors found them dead in the morning. Heavy overcoats and furs were immediately brought out and stores quickly installed. Fortunately, the wind storm did not last for the usual three days, but all the same it has stripped the trees and given the countryside the bare and desolate aspect of winter.

FIREMASONRY.

Last week the Scottish Rifle Bodies of Peking held their Autumn Reunion, which was the occasion of the largest masquerade gathering ever held in Peking. The ceremonies culminated with a visit to the Temple of Heaven on Sunday night when the highest degrees were conferred upon a class of nineteen, the 32nd degree being given on the open Altar of Heaven at midnight.

A MOTOR FEAT.

An historical event was completed yesterday when Major Patterson, a British officer finished a 48-hour continuous run in an Overland motor car on a 27 miles lap from the city wall round the Western Hills. The feat was a remarkable one, for the car and for the driver, as the course was a difficult one by reason of the camel and other traffic, the congested thoroughfares and the narrow roads. The result showed that 900 miles had been covered at an average speed of over 20 miles an hour, while the small consumption of petrol was a revelation of what can be done by an experienced driver.

BRITISH CHAMBER OF COMMERCE.

THE CLOSING SESSION.

CHAIRMAN'S STRONG SPEECH ON SHAW CASE.

At the final meeting of the Conference of the Associated British Chambers of Commerce in China, held at H.M. Supreme Court, Shanghai, Mr. A. Rose, C.I.E., presided over the Conference in Committee to deal with two further resolutions which were before it. These resolutions, which were passed, were as follows:—

THE FAMINE AND SURTAXES.

1.—This Association of British Chambers of Commerce in China and Hongkong agrees to the proposed 10 per cent. surtax on Customs Import Duties for famine relief, for a definitely limited period of 12 months, provided that the distribution of the funds is raised by made subject to adequate foreign supervision, and publication of detailed accounts, and protests in principle against the recent imposition of numerous surtaxes now being levied, which have been imposed without adequate notice being given or time stated.

THE TERM "SHIPMANT".

2.—That Messrs. Scott, Arnold, Berridge and a representative of the Canadian Pacific Ocean Service Ltd., together with the Secretary of the Shanghai British Chamber of Commerce, be appointed to act as a Committee immediately to inquire into and endeavour to arrive at an equitable and early settlement of the difficulties that have lately arisen in connection with the financing of bills of exchange due to the non-acceptance by Foreign Banks of bill of lading bearing certain clauses regarding shipment; that this Committee have power to add to their number and of substituting members as they see fit; that the Committee be empowered, after obtaining the consent of the Shanghai Chamber, to settle the matter on the best terms possible, and further, that after the settlement of this particular question the Committee proceed to deal with other Bill of Lading Clauses as decided in yesterday's resolution.

MR. BURKILL INDISPENSIBLE.

The Conference then passed out of committee for the final business of the Conference, when Mr. P. H. Holyoak, Hongkong, presided in the absence of Mr. A. W. Burkill, who was unfortunately indisposed. Besides a large number of the general public and a full attendance of the delegates, those present included Mr. Hon. J. H. Skinner, Turner, Mr. H. F. Wilkinson, Ure, Attorney-General, Admiral G. H. Berridge, C.B. and others.

Mr. Holyoak voiced the profound regret of the Conference that Mr. Burkill, who had shown such great interest in the Conference throughout its sessions, should have been unable to be present at that meeting, and expressed the hope that he would soon be recovered. In his absence, he would read the address prepared for the occasion by Mr. Burkill.

Mr. Holyoak, in his opening address, said: "In my opening address, I made a short reference to the case of Mr. G. L. Shaw and stated that I would deal with this to-day. You will all appreciate that questions of such a political nature as the case of Mr. G. L. Shaw cannot be discussed when His Majesty's Charge d'Affaires is present at our Conference. As, however, Mr. Clive has had to return to Peking this morning, I am at liberty publicly to state the views of this Association of British Chambers of Commerce in China and Hongkong towards Japan and her policy."

"I will, however, first deal with the case of Mr. Shaw. I think it may be useful if I recall the facts. These have reached us from time to time in somewhat distorted forms and it is only recently that we have learned the whole truth."

Mr. Shaw has been on business as a merchant in Antung for a number of years. Antung is adjacent to the Korean frontier and he was the only British merchant in that part of Manchuria. In addition to his own business, he acted as agent for two of the biggest British merchant firms in Shanghai. He was an active and energetic associate of the British Chamber of Commerce here, was respected by the Chinese in Manchuria and all who had business dealings with him as a patriot who had been indefatigable in supporting allied aims during the war. At the beginning of this year, there were rumours that the Japanese had had trouble with Mr. Shaw, and had alleged that the ships for which he acted as agent were being used to convey Korean malcontents from Shanghai to Korea. Early in the summer these complaints occurred again, and I understand that the British Consul from Mukden visited Antung at the end of June in order to ascertain the truth about these reports, and to advise Mr. Shaw not to interfere between Japanese and Koreans. Care was taken to point out to every one concerned in Antung that the British Courts were available if there was any actual charge against them. No charges were in fact forthcoming, and Mr. Shaw's family were therefore greatly disturbed when only a fortnight later he was suddenly arrested by the Japanese just inside the Korean frontier. He was then charged with being in Korea without a passport. His house in Antung was picked by Japanese police, and he was placed in solitary confinement in a Japanese prison."

OF WHAT GROUNDS.

Various charges have been urged against him from time to time: that he allowed Korean malcontents carrying arms and explosives to leave Shanghai for Korea; that his ships were used for the purpose; that he was merely the agent in Antung and over whose crew, cargo, or passengers, he could exercise no control while they were loading in Shanghai. At Antung the Customs is staffed almost entirely by Japanese and we may safely assume that they would not allow Korean malcontents to land arms or explosives from any ship whether Mr. Shaw's or anybody else's. With regard to the charge of harbouring Korean malcontents we have no information, but many worthy people in all countries harbour discontented subjects of other countries, and even show their sympathy for them in more practical form, but such sympathy has never yet been regarded as a crime for which a person can be indicted.

"On what grounds, therefore, did the Japanese authorities arrest Mr. Shaw and keep him in prison? So far as we can ascertain they have never brought him for trial and we can only therefore, judge the grounds of their complaint from the inspired communications which have appeared in the Japanese Press. The nature of those complaints I have indicated above. They have amounted to an assertion that Mr. Shaw was in the habit of befriending and assisting disaffected Koreans. The Japanese authorities claim that this amounts to plotting against the safety of the State. I am given to understand that a legal point of some interest is involved in the Japanese authorities' attitude towards Mr. Shaw, namely, whether a State has the power to try the subject of another State for an offence committed outside its own border and its own jurisdiction."

It appears that the practice of various countries differs on this point, some Continental countries, including France and Germany, hold that they have the right to try offenders if once they place themselves within their jurisdiction. Great Britain and America claim no such right, which indeed appears to be repugnant to Anglo-Saxon tradition."

THE REAL OFFENCE.

"Mr. Shaw was arrested in Korea and imprisoned in a Japanese gaol for an offence alleged to have been committed in China, where Mr. Shaw was living within the jurisdiction of the British Courts. Had Mr. Shaw been brought to trial immediately and the charges against him openly proved, we should probably have heard very little of the five points of international law practice. But Mr. Shaw was kept in prison for four months, during all the heat of summer, was cut off from communication with his friends, and was never brought to trial on any charge whatever."

"Gentlemen, I think I am putting it moderately when I say that we cannot regard this as a conciliatory act on the part of the Japanese Government. Mr. Shaw is one of our associate members and has been a bulwark of British commerce in Antung. He has been an outspoken critic of Japanese methods in Manchuria whenever he believed that such methods constituted discrimination against British trade. Under these circumstances it is not to be wondered at if a suspicion has arisen that that is his real offence in Japanese eyes."

CONDEMNATION OR COMPENSATION.

"We received a telegram yesterday informing us that Mr. Shaw has been released on bail. I feel certain that I voice the opinion not only of this Conference but also of the whole British community in the Far East when I say that that is not a satisfactory solution of or termination to the case."

"If Mr. Shaw has committed any offence let him be duly charged and brought to open, speedy trial before a court of competent jurisdiction. If no charge can be brought against him then British opinion will demand that he be amply compensated for the outrage that has been inflicted on him. Gentlemen, I have dealt thus fully with the case of Mr. G. L. Shaw as I deem that the principle involved by his arrest of the greatest importance and it is viewed with a grave feeling of apprehension by some of our affiliated Chambers."

CRITICISM NOT ANTAGONISM.

"This Association's views on Japan's attitude and policy in Tsingtao and the obnoxious quarantine regulations imposed this summer, which appear to us to be economic weapons in disguise, have been fully dealt with quite recently. I do not propose to touch on them again. I mention them, however, as taken in conjunction with our attitude on the Shaw case, it lays us open to the charge of being anti-Japanese; I would like to take this opportunity of publicly stating that we are not anti-Japanese in the sense that we are opposed in toto to all Japan's legitimate aspirations. We realize the vital character, from her point of view, of many of her aims, and we are perfectly willing that she should pursue them as far as possible. But a political and an economic standpoint we see how much is to be gained from co-operation and compromise, and how much there is to be lost from mutual jealousy and antagonism. In a word we want as far as possible to work with Japan and not against her. While we wish this, indeed, because we wish it, we are bound when we think that Japan is acting in a manner inimical to our interests, to tell her so. We should be false both to her and to ourselves if we did not. And on the Tsingtao question, in regard to Mr. Shaw, and in the matter of obstructive regulations, we think that our criticisms have been justified."

Mr. Rose then reported the results of the Conference's work in committee and the proceedings closed with a vote of thanks, on the motion of Mr. John Johnston, of Hongkong, seconded by Mr. Ralston, of Chefoo, to Messrs. Burkill, Rose, H. J. Brett and E. M. Gull.

OBJECTION BY JAPANESE CONSUL-GENERAL.

The following copy of a letter addressed to the Chairman of the Conference of the Associated British Chambers of Commerce in China and Hongkong, regarding the case of Mr. G. L. Shaw, were forwarded to the Press for publication by Mr. K. Yamazaki, Japanese Consul-General:—

"The Chairman, Conference of the Associated British Chambers of Commerce in China and Hongkong:—

Sir,—I have read your speech delivered at Saturday's meeting of the Associated British Chambers of Commerce in China and Hongkong regarding Mr. Shaw's case with great interest. While fully appreciating the Association's point of view and the friendly spirit in which the subject was dealt with, I cannot but most strongly reiterate the charge, if it still exists, that in the opinion of Mr. Shaw, the Japanese authorities were prompted by a motive to remove their crisis and a commercial rival from Manchuria. Nothing is more fantastic than this allegation. Nor is it fair to suggest that the quarantine imposed in Tsingtao this summer, though it might have been obnoxious, was an economic weapon in disguise against British trade; the same measures having been enforced in respect of all ships arriving at that port whether they were under the Japanese, British or any other flag."

"I am sending a copy of this letter to the Press—I am, sir, your obedient servant, K. YAMAZAKI, H.I.J.M. Consul-General, Shanghai."

November 7th, 1920.

THE UPPER YANGTZE REVISTED.

OUR GO-HEAD TIMES.

A correspondent writing to the N. O. Daily News from Luchow, Sze, says:—

Returning to China after an absence of several years, one's attention cannot but be arrested by the many evidences of the passing of the old, and the introduction of modern ideas along so many lines.

Along the Yangtze one is struck by the developments in shipping, and the extension of steam lines, and the change from the old-time junk traffic to steam, as represented by both up-river boats, and asphaltic deep-sea-looking launches all of which seem working to capacity.

At Ichang and beyond, several new companies have put on steamers this season and reports are current of others that will be in the running next year. It has been amply demonstrated that only steamers of considerable horse-power can successfully navigate the stretch from Ichang to Chungking, while those of lesser power have abundant opportunity above Chungking, and it seems the general opinion that next season will see a number of new and powerful steamers running through the gorges and rapids, and that a number of those now on that route will be transferred to the section above Chungking.

Rumours are afloat of a Chinese company which plans to place a fleet over 20 boats, of different sizes, of the shallow draught, stern wheel type, not only on the upper Yangtze, but also on some of its affluents, which are navigable for long distances in high water, and it is contemplated thus to bring Chengtu within the steam zone.

AEROPLANE BOATS COMING.

We also hear of a number of "aeroplane propeller boats" going up on, which will travel from Ichang to Chungking in a few hours, a journey which now takes three to five days.

While the new boat of Mackenzie & Co., the *Loong Chow*, overcomes the difficulties of the water in splendid fashion, and is equal to any boat of the lower river in comfort for the passenger, it was interesting to hear from numerous shipping men that the *Shu Heng*, built years ago by an English firm under the supervision of Captain Plant, was considered the best boat for the purpose, on the upper river.

Those whom duty calls to the upper reaches of the Yangtze, and who are old enough to have experienced the delays and trials of houseboat and junk travel, are delighted that steam travel as far as Suifu has become an accomplished fact, and the tourist and traveller for pleasure have the wonders of the gorges and the beauties of Szechuan made comfortably and quickly accessible.

WORLD TRADE RECOVERY.

AN OPTIMISTIC VIEW.

At the International Financial Conference at Brussels, on September 30th, after explanatory statements had been made by representatives of Armenia and Hungary, M. de Wouters d'Oplinter, the Belgian Minister for Economic Affairs, opened the general discussion on international trade. In a distinctly optimistic speech, he drew attention to the new direction given to certain trade currents as a result of the war, and laid emphasis upon the great industrial development of the United States.

For the year ending June 30th American exports were \$4,800,000,000 as compared with less than \$2,000,000,000 in 1914, while imports for the same period had fallen to \$1,200,000,000 from \$2,300,000,000. Japan exported \$22,000,000 worth of silk in 1920, as against 163,000,000 in 1915. The value of Chinese exports in 1919 increased by 55 per cent. on those of 1918, and by 225 per cent. on those of 1913. China was also exporting coal to Europe.

It seemed clear, the speaker continued, that the reappearance of Russia on the world market as soon as that became possible, would have a moderating influence on prices. The world had lost more than 15,000,000 tons of shipping in the war, but owing especially to the efforts of the United States and Great Britain, the total world tonnage to-day was 57,000,000, as compared with 45,000,000 in 1914.

The nations, although shaken to the depths by the war, were far from devoid of means of recovery.

Mr. Henry Hall, (Great Britain), followed. He said he hoped that the Conference would emphasize the fact that trade was not, as had sometimes been supposed, a form of conflict, but was in reality just what ought to bind nations together in well-being and unity. Precisely in the measure in which we were scrupulously honest and fair in our dealings one with the other, we helped to secure the peace of the world and the common benefit of mankind.

LIMITS OF RESEARCH.

She had just learnt her multiplication table, and was not at all anxious to hide the fact. "I was—well, then," said Uncle Bob. "What a happy time that was!" She bobbed her head. "Don't you be looking at him so carefully. There isn't thirteen times anything."

Messrs. Mackinnon Mackenzie & Co., Calcutta, have received instructions from the managing directors of the P. & O. Co. that owing to complaints from passengers no dogs will be carried in future by the company's steamers under any consideration whatever.

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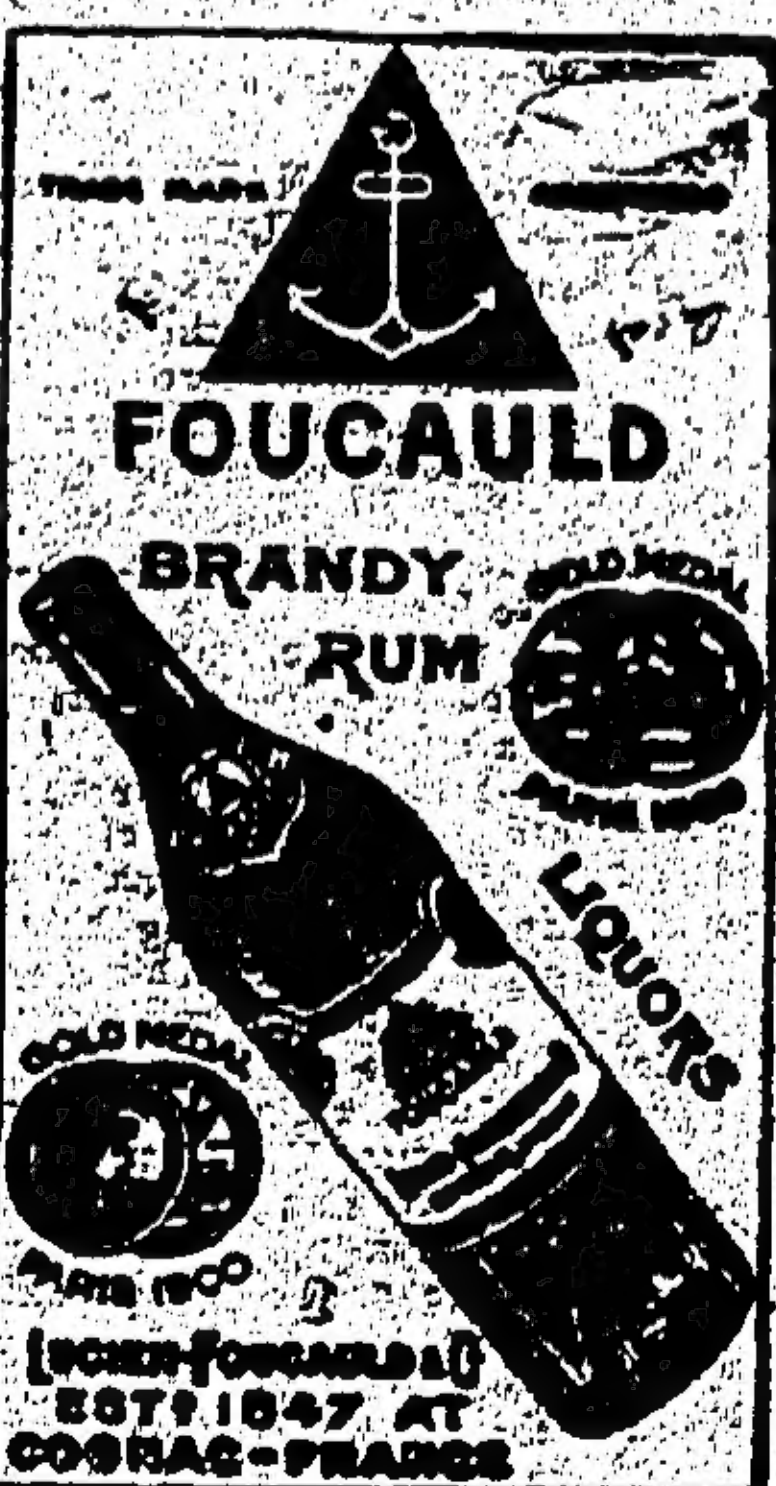
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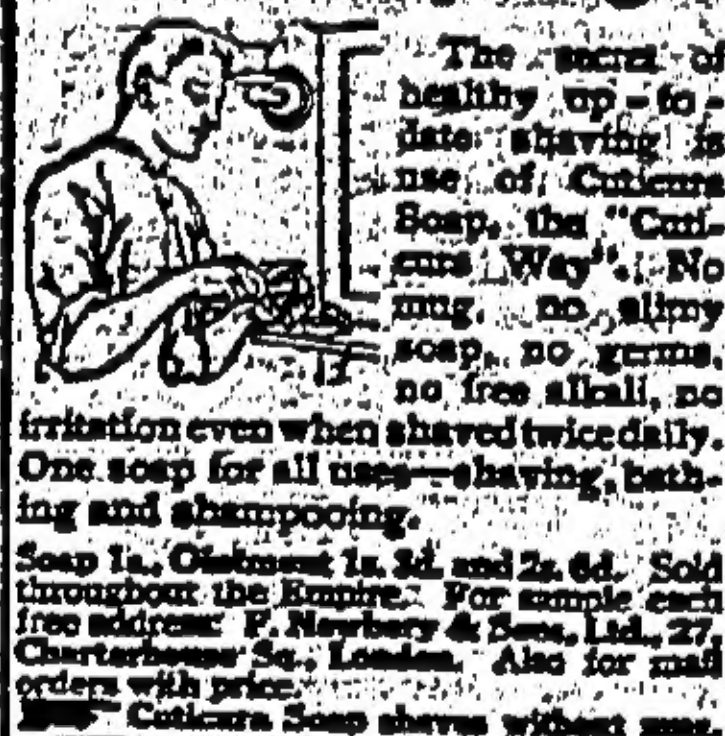
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OUR LONDON LETTER

[FROM OUR OWN CORRESPONDENT]

London, October 7th.

Timid folk are alarmed by reports that the black rat has made its appearance in several parts of London, notably at Battersea. Unlike its cousin, the brown rat, the black variety is a climber, and has a habit of getting into the tops of houses, including bedrooms and roofs, in preference to the basement and cellar. This brings the rodent into closer contact with human beings than the brown rat, which loves drains and sewers. Both species of rats are plague-carriers, but for the reasons stated the black is the more dangerous.

The score is causing redoubled energy to be put into the rat extermination campaign started during the war. The object then was to kill the vermin because of the loss they are responsible for in the matter of foodstuffs. It is estimated that rats destroy food in this country to the value of about £30,000,000 per annum.

One of those learned people who always get into print when there is a natural history question under discussion, states that the black rat came originally from India, and reached Europe in the Thirteenth Century. It was a war of extermination, quite successfully against every other rodent it met in the countries it invaded as it came West. The brown rat also came from Asia, China being apparently its early home. It was unknown in England before 1730.

A notable personality has passed away in Mr. Wynne Baxter, Coroner for the Eastern District of London. He held office for 30 years, and in that time "sat on" 40,000 inquests. This is a record that probably has not been beaten. It was his boast that in all his long experience never once was it necessary to order a re-examination of a body in regard to which he had held an inquiry.

His manner was quiet and business-like, with a remarkable capacity for patience, he seemed to have a knack of extracting the essential facts from witnesses, with a minimum of time and questioning. A man without any illusions left as to life, he carried on his work with kindly tolerance for the weaknesses of human nature, whether it was an inquest into the death of a baby in a back street, or into a sensational murder. Being Coroner of the Tower of London during the war, he held inquests on Lady and other German spies who were shot there—an unparalleled experience, even for him.

This week a verdict of death from misadventure was returned at an inquest on a man who used an anthrax-contaminated shaving brush of Japanese origin. The news of this fatality has perturbed chemists and others who deal in these articles, and a suggestion has been made that all stocks should be confiscated. An Order in Council last February prohibited the importation of shaving brushes from Japan, but it appears that large stocks are still on hand.—H.B.

SHOOTING THE MOON.

Can the moon be reached by human endeavour? That problem—the story motif of Jules Verne and H. G. Wells—has at this moment been transferred to the plane of scientific discussion by the American, Professor Goddard, of Clark University.

He has planned a rocket which, propelled by a series of explosive charges, will provide itself with sufficient velocity to reach the region of lunar attraction and so carry to the moon.

On this side of the Atlantic Professor Goddard's ideas are viewed with amused scepticism, avowed with the thought that he may attain some really interesting scientific results. Dr. A. C. Crommelin, of Greenwich Observatory, perhaps the greatest astronomical mathematician in the world, whose calculations predicted the exact position of the reappearance of Halley's comet in 1910 thinks the scheme feasible, but concedes that the professor's rocket apparatus may add considerably to our present little knowledge of the upper air.

What, briefly, are the difficulties the professor has to overcome before he can shoot the moon? The distance from the earth to the moon varies according to season, from 225,000 miles to 250,000 miles. Theoretically there is no reason why a rocket could not be constructed sufficiently large to carry explosive forces which would propel the appliance over 200,000 miles. The attractive force of the earth extends to within nearly 25,000 miles of the moon. After that there is a neutral zone, and then the gravitation of the moon exerts its pull.

A rocket to reach the moon must have enough remaining velocity to shoot well into the zone of lunar attraction, otherwise the projectile would become a sort of satellite and end its existence in fruitless flying round and round the moon.

The big main chance with the rocket is, of course, that it will miss the moon altogether, even if it could reach it.

An infinitesimal fractional miscalculation of the angles would mean the rocket failing to enter the zone of the moon's attractive force, and wandering off into the wilderness of space.

If the rocket did eventually hit the moon Professor Goddard quite easily might not know it. The explosion caused on impact would have to be something enormous to ensure absolute certainty of observation from this planet.

Altogether the odds are that moon shooting will not be successful this season.

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Fusan	Dairen
Fusan Station Hotel	Yamato Hotel
Shingaiju	Hoshigaura
Shingaiju Station Hotel	Yamato Hotel

IN MANCHURIA

Hotel (Mukden)	Hotel (Mukden)
Yamato Hotel	Yamato Hotel
Bygon (Port Arthur)	Yamato Hotel

For 120 page handy guide book and information, please apply to Office of JAPAN TOURIST BUREAU, THOS. COOK & SON, or AMERICAN EXPRESS CO., or SECRETARY OF THE ASSOCIATION, c/o Traffic Bureau, Government Railway, Tokyo.

[1464]

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For SHANGHAI

S.S. "NIPPON" on or about 22nd December.

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SINGAPORE, PENANG & COLOMBO

S.S. "PERSIA" on or about 13th December.

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(SOUTH SEA MAIL S.S. CO.)

Regular Services between

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For JAPAN

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For JAVA

S.S. "HUKUTO MARU" sailing on or about 13th Dec.

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AND APCAR LINES

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Agents.

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SEATTLE & VICTORIA via Manila, Shanghai & Japan ports

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific

and Chicago, Milwaukee & St. Paul Railways.

Friday, 26th Nov., at 11 a.m.

TOYOHASHI MARU (calling Manila) Tuesday, 14th Dec., at 11 a.m.

FUSHIMI MARU (calling Manila) Tuesday, 22nd Dec., at 11 a.m.

KATORI MARU (calling Manila) Wednesday, 23rd Jan., at 11 a.m.

KASHIMAZU MARU (calling Manila) Wednesday, 23rd Jan., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said and Marseilles.

Monday, 22nd Nov., at 11 a.m.

INAHA MARU Friday, 10th Dec., at 11 a.m.

KAMO MARU Friday, 24th Dec., at 11 a.m.

IYO MARU Friday, 24th Dec., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM via Suez.

Saturday, 4th December.

LIMA MARU

LIVERPOOL & MARSEILLES via Suez.

KAMAKURA MARU sailing from Singapore End of November.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

Wednesday, 24th Nov., at 11 a.m.

AKI MARU Wednesday, 24th Nov., at 11 a.m.

TANGO MARU Wednesday, 24th Nov., at 11 a.m.

TSUYAMA MARU

NEW YORK via Suez.

Thursday, 18th Nov.

SOUTH AMERICAN PORTS via CAPE

HAKODATE MARU sailing from Singapore Thursday, 8th Dec.

BOMBAY & COLOMBO via Singapore.

Sunday, 28th Nov.

TENSIN MARU

CALCUTTA & RANGOON via Singapore & Penang.

Wednesday, 24th November.

BOMBAY MARU Saturday, 4th December.

TAKETOYO MARU

JAPAN PORTS—Nagasaki, Kobe & Yokohama

Friday, 19th Nov., at 11 a.m.

TANGO MARU

SHANGHAI, KOBE & YOKOHAMA

Thursday, 25th November.

SHINZU MARU Thursday, 25th November.

NAGANO MARU Saturday, 27th Nov., at 11 a.m.

ATSDA MARU Saturday, 27th Nov., at 11 a.m.

SHIZUOKA MARU Friday, 10th Dec., at 11 a.m.

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is proved, or the law of gravity.

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by an eminent physiologist under the most

complete scientific control proved the body-

building power of Bovril to be from 10 to 20

times the amount of Bovril taken.

This has given Bovril a unique

place as one of the most precious

food substances in the world.

BOVRIL

MILLIONAIRE WEDS A MODEL

EARLY AS WITNESS AT A ROMANTIC

MARRIAGE.

Westminster Cathedral was the other day the setting for a wedding which will cause a sensation in two continents.

A young man and a young woman stood before Monsignor Daly and were united in marriage. The bridegroom was Mr. James Cox Brady, son of Mr. Nicholas Frederick Brady, the multi-millionaire and American railway magnate, and grandson of Anthony Brady, a power in American finance, the mention of whose name caused some men to tremble. The bride was Miss Helen McMahon, a beautiful New York model.

Few persons were present when the ceremony was performed. All were friends of the bridegroom or the bride. The Earl of Limerick, of Dromore Castle, Ireland, was one of the witnesses. He is a kinsman of the Brady family by marriage. Mr. James Cox Brady, the uncle of the bridegroom, married Lady Victoria Percy, only daughter of the Earl of Northampton, six years ago. The second witness was Miss Jane Brady.

Mr. Nicholas Brady, the bridegroom's father, is one of the most powerful men in the New York world of money. He is chairman of the Brooklyn Rapid Transit Company, president of the New York Edison Company, the Albany Municipal Gas Company, and a director of the Consolidated Gas Company of New York, the United Light and Power Company, and about fifty other wealthy corporations. He is one of the best known of New York clubmen, and his beautiful home in Fifth Avenue is the resort of many people famous in the world of politics, finance, art, and literature.

The wedding of Mr. James Cox Brady and Lady Victoria Percy was one of the brilliant events of the social season of 1914. Lady Victoria, who was one of the most beautiful girls in English society, earned fame by jumping the loop with Guyer Hamel, the ill-fated aviator, a few months before his disappearance.

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WEATHER REPORT

November 17th, at 11.55.—No return from Japan, Formosa and Indo-China.

Pressure has decreased slightly to moderately, at all stations, reporting the anti-cyclone having moved eastward.

Moderate to fresh monsoon will prevail over the north part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inch. Total since January 1st, 100.89 inches against an average of 81.49 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Direction Force Forecast.

Hongkong to Gap Rock N.E. winds, fresh; fine.

Formosa Channel (North winds, fresh.

South coast of China between [The same as Hongkong and Lamooka] No. 1.

South coast of China between [The same as Hongkong and Hainan] No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 17th.

Previous On Date On Date

Day at 3 p.m. 5 a.m. 2 a.m.

Barometer 30.08 30.05 29.99

Temperature 74 70 84

Humidity 61 80 93

Wind Direction East NE North

Force 4 3 3

Weather c d or

Rain — — 0.83

Highest open-air Temperature on 16th 74

Lowest open-air Temperature on 17th 55

SUNRISE AND SUNSET.

FOR NOVEMBER.

Date Sunrise Sunset

November 18th 5.38 5.39

19th 5.39 5.39

20th 5.40 5.39

21st 5.40 5.38

22nd 5.41 5.38

23rd 5.42 5.38

24th 5.43 5.38

25th 5.43 5.38

26th 5.44 5.38

27th 5.44 5.38

28th 5.45 5.38

29th 5.45 5.38

30th 5.46 5.38

December 1st 5.47 5.38

HONGKONG TIDE TABLE.

From 18th to 24th November, 1920.

High Water Low Water

Days of Week Days of Month

H'kong Standard Time H'kong Standard Time

Height Height

Thurs 18 m 0.36 6 m 9.24 3.6

Fri 19 m 1.36 6 m 10.18 2.7

Sat 20 m 2.36 6 m 11.12 2.0

Sun 21 m 3.36 6 m 12.06 1.3

Mon 22 m 4.36 6 m 13.00 0.6

Tue 23 m 5.36 6 m 13.54 0.0

Wed 24 m 6.36 6 m 14.48 0.6

Thurs 25 m 7.36 6 m 15.42 1.3

Fri 26 m 8.36 6 m 16.36 2.0

Sat 27 m 9.36 6 m 17.30 2.7

Sun 28 m 10.36 6 m 18.24 3.4

Mon 29 m 11.36 6 m 19.18 4.1

Tue 30 m 12.36 6 m 20.12 4.8

Wed 1 m 13.36 6 m 21.06 5.5

Thurs 2 m 14.36 6 m 22.00 6.2

Fri 3 m 15.36 6 m 22.54 6.9

Sat 4 m 16.36 6 m 23.48 7.6

Sun 5 m 17.36 6 m 24.42 8.3

Mon 6 m 18.36 6 m 25.36 9.0

Tue 7 m 19.36 6 m 26.30 9.7

Wed 8 m 20.36 6 m 27.24 10.4

Thurs 9 m 21.36 6 m 28.18 11.1

Fri 10 m 22.36 6 m 29.12 11.8

Sat 11 m 23.36 6 m 30.06 12.5

Sun 12 m 24.36 6 m 31.00 13.2

Mon 13 m 25.36 6 m 31.94 13.9

Tue 14 m 26.

SHIPPING NEWS

ARRIVALS.

November 17th.

Amakusa Maru, Japanese str., 2,358 tons, Capt. Harada, from Keelung, with a cargo of coal.—Order.

Chong Shing, British str., 1,360 tons, Capt. Van Cortlandt, from Canton, with a general cargo.—J. M. & Co.

Chay Sang, British str., 2,424 tons, Capt. Walker, from Canton, with a general cargo.—J. M. & Co.

Rupani, British str., 738 tons, Captain Copland, from Sourabaya, with a cargo of sugar.—Nemara.

Hailong, British str., 1,108 tons, Capt. Thomson, from Swatow, with a general cargo.—D. L. & Co.

Hok Canton, Chinese str., 838 tons, Capt. Leung Long, from Kwong Chow Wan, with a general cargo.—Yue Wo.

Hyamanga, British str., 561 tons, Capt. Drummond, from Swatow, with a general cargo.—Chin On S.S. Co.

Ision, British str., 6,250 tons, Capt. Hodgson, from Manila, with a general cargo.—B. & S.

Pasat, Norwegian str., 774 tons, Captain Faye, from Wuhu, with a cargo of rice.

Sushu Maru, Japanese str., 1,006 tons, Capt. Fukune, from Takao, with a general cargo.—O.S.K.

Suaniang, British str., 1,700 tons, Capt. Wavell, from Canton, with a general cargo.—B. & S.

Taan, British str., 1,350 tons, Capt. MacDonald, from Shanghai, with a general cargo.—B. & S.

Wa Sun, Chinese str., 915 tons, Captain Chan, from Kwong Chow Wan, with a general cargo.—Wang Hing.

CLEARANCES.

November 17th.

Aura Maru, for Yokohama.

Choy Sang, for Shanghai.

Hok Canton, for Kwong Chow Wan.

Pasat, for Canton.

Shing Chang, for Kwong Chow Wan.

Sushu Maru, for Canton.

Suaniang, for Shanghai.

Taan, for Canton.

Tonashima Maru, for Keelung.

PASSENGERS.

DEPARTURES.

Per s.s. *Dilmora*, on November 17th:—
Mr. and Mrs. Tipson, Mr. Hoffert, Mr. Wulf, Miss Yesser, Miss Vandries, Miss De Giedar, Mr. Coleman, Mr. Tucker, Mr. Rhodes, Mr. Marshall, Miss L. Marshall, Miss A. and K. Marshall, Mr. Phillips, Mr. Hughes, Mr. Marshall, Mr. and Mrs. Muhr, Mr. and Mrs. Litt, Mr. Taylor, Mr. Tooser, Mr. Halliwell, Mr. and Mrs. J. S. Forgie, Mr. and Mrs. and Miss Wickett, Mr. Griffin, Mr. and Mrs. C. O. Ecker, Mr. Outhbert, Mr. Ely, Miss Lockhart, Miss Johnson, Mr. Stafford, Mr. Biggerstaff, Mr. Holmes, Mr. Hennessey, Mr. Martin, Mr. Grenier, Mr. R. E. Lewis, Major Gunner, Mr. Cayrell, Mr. Waldo, Mr. Mitchell, Mr. Riches, Mr. A. A. Claxton, Mr. Cerny, Mr. Levinson, Mr. A. Elias, Mr. N. Elias, Mr. W. O. Mitchell, Miss Bauld, Miss Taylor, Mrs. McGaw, Rev. H. B. Cross and Mrs. Cross, Mr. A. Moshon, Mr. McGaw, Mr. Stalker, Mrs. Ahmed, Miss A. Munro, Miss Himmam, Mr. Dibbets, Mr. C. A. Tuyn, Rev. Blough, Mr. T. Field Brara, Rev. Wallace, Mrs. Blough, Miss L. R. Becker, Mrs. McGaw, and Mr. O. Khamchand.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Bombay Maru* (Calcutta line), left Kobe for this port via Moji on November 18th, and is expected here on November 23rd.

The N.Y.K. s.s. *Shinshu Maru* (Calcutta line), left Singapore for this port on November 18th, and is expected here on November 24th.

Owing to inclement weather the sailing of the China Mail S.S. Co.'s s.s. *Nile* has been postponed to Friday, November 19th, noon.

The s.s. *Telemachus* (Blue Funnel line), from New York, left Manila on November 17th, for Hongkong, and is due here on November 19th.

KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched.

To SINGAPORE PENANG AND BELAWAN DELI.

This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN.

Telephone No. 1574.

VESSELS EXPECTED.

Alaska Maru (European line), due Nov. 20th.

Endorau, due Nov. 18th.

Demodocus (Blue Funnel line), due Nov. 19th.

Desenho, due Nov. 18th, about noon.

Nagasaki Maru (Calcutta line), due Nov. 24th.

Orita (Blue Funnel line), due Nov. 23rd.

Perth Maru, due Nov. 24th.

Shinshu Maru (Calcutta line), due Nov. 19th.

Tanjo Maru (Australian line), expected to-day.

Talithybus (Blue Funnel line), due Nov. 18th.

Tokushima Maru (Liverpool line), due Dec. 13th.

Tsuyama Maru (New York line), due from Japan, Nov. 17th.

Tsushima Maru (Hamburg line), due Dec. 5th.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. & Mrs. Jose d'Aquino

Mr. & Mrs. C. H. M. Bannerman

Miss E. Bannister

Mr. T. Rennie

Mr. J. E. de Beauclerk

Mr. V. Benjamin

Mr. & Mrs. C. H. Benson

Mr. Bennett

Miss E. Barry

Mr. & Mrs. N. H. Begley

Master Den Begley

Mr. & Mrs. S. Boney

Mr. & Mrs. T. B. Boothby

Mr. E. Bourne

Mr. P. P. Brady

Mr. G. Brennan

Dr. J. G. Lyon Brown

Mr. & Mrs. A. H. Brown

Mr. G. K. Hall Brutton

Mr. & Mrs. F. H. Burr

Missen Bruggen Cato

Mr. G. C. Cerny

Mr. & Mrs. D. Chandler

Mr. & Mrs. W. A. Chapman

Mr. & Mrs. H. L. Cook

Mr. L. J. Crowley

Mr. W. B. Cuthbert

Mr. P. M. Davis

Mr. R. B. Davies

Mr. & Mrs. S. Davies

Mr. V. H. Dent

Mr. J. Dewar

Miss M. T. Diskerson

Mr. H. Dieckman

Mr. W. W. Eastman

Mr. & Mrs. Montague

Mr. & Mrs. W. F. Neeson

Mr. & Mrs. E. Elias

Mr. & Mrs. E. Ely

Mr. E. C. Enst

Mr. & Mrs. R. L. Ercheberger

Mr. A. D. Eates

Mr. E. Y. Euren

Engineer Capt. S. P. Ferguson

Mr. D. Ferreira

Miss M. Ferreira

Sir Maurice and Lady Fitzmaurice

Mr. & Mrs. J. B. Forgie

Mr. G. N. Forum

Mr. H. B. Frans

Mr. W. B. Fraser

Mr. & Mrs. M. de Freyre

Mr. J. S. H. Gardiner

Miss L. H. Garlington

Mrs. M. Gaynor

Mr. M. Gell

Mr. & Mrs. L. A. Goldsmith

Mr. & Mrs. J. M. Goodson

Mr. R. A. Gowen

Miss N. de Graaf

Baker

Miss Graham

Capt. & Mrs. P. W. Grierson

Maj. & Mrs. A. Gwyn

Mr. & Mrs. J. H. Hallock

Mr. & Mrs. W. A. Hannibal

Mrs. G. Harrison

Mr. J. Scott Harston

Mr. & Mrs. T. W. Hindmarsh

Mr. J. Hockness

Mr. & Mrs. R. Horne

Mrs. M. Hisey

Mr. O. H. Jensen

Miss Johann

Mr. S. J. Johnston

HONGKONG HOTEL.

Mr. & Mrs. V. Clair

Mr. & Mrs. T. F. Cobba

Mr. & Mrs. A. H. Ferguson

Miss Liveright

Mr. & Mrs. H. W. Allen

Mr. & Mrs. A. E. Ashton

Mrs. Barker

Mr. R. E. O. Bird

Mr. & Mrs. Blair

Mr. M. J. Breen

Mr. J. G. Bridger

Mr. & Mrs. L. Comdr.

Capt. & Mrs. Carson

Mr. G. F. Cayle

Mr. & Mrs. J. W. Church

Mr. & Mrs. R. Cockburn

Mr. C. F. Cooper

Mrs. Cormack

Mr. R. Crowley

Mr. D. P. Cuthill

Mr. J. D. Danby

Eng. Comdr. W. Dawson

Mr. & Mrs. F. J. Dickie

Dr. Donnan

Capt. & Mrs. Douglas

Mr. D. D. Dryden

Mr. & Mrs. John Dunne

Mr. & Mrs. Dunnett

Mr. O. Eager

Mrs. W. M. Eldridge

Mr. G. E. Ellman

Mr. & Mrs. L. E. Ensign

Miss Ensign

Miss Gibson

Mr. & Mrs. V. Farmer

Mr. C. Farmer

Mr. J. Farmer

Rev. W. T. Featherstone

Mr. H. Greenwood

Mr. & Mrs. W. H. Grookamp

Mr. & Mrs. E. A. Hale

Mr. & Mrs. C. Hale

Mr. L. H. Hansen

Mr. L. Harvey

Mr. C. J. B. Hallstrom

Mr. & Mrs. H. Hollingsworth

Mr. & Mrs. P. R. Beasley

Mr. F. T. de Chumba

Mr. E. D. Robinson

Mr. J. Duguid

Mr. & Mrs. F. Gairdin

Mr. J. Gunn

Mr. & Mrs. Hobbs

Mr. & Mrs. H. S. Hurley

Mr. W. G. Lee

Mr. & Mrs. R. Matheson

Mr. N. Mullin

Mr. & Mrs. J. F. Rosenfeld

field & 3 children

Mr. & Mrs. R. H. Hunt

Mrs. Jenkin

Mr. & Mrs. J. E. Jolly

Mr. R. W. Lee Jones

Mrs. & Miss Konokolevsky

Mr. Konokolevsky

Capt. & Mrs. Lambert

Mr. R. G. Lewis

Mr. R. L. Logan

Mr. J. J. Lloyd

Col. L. A. Nicholson

C.M.G.

Mr. P. J. Maitland

Mrs. McAlmish

Mr. H. L. Mocklenburgh

Capt. & Mrs. Mercer

Mrs. M. Miller

Capt. H. S. Mills

Mr. & Mrs. G. Morgan

Miss Oliver

Mr. E. Balph

Mr. T. S. Robinson

Mr. H. W. Roger

Mr. C. E. Sandstrom

Mr. & Mrs. Sandstrom

Hon. Mr. E. H. Sharp

Mr. & Mrs. W. Schodde

Mr. R. P. Shaw

Mr. & Mrs. W. Schodde

Mr. & Mrs. L. E. Simmons

Mr. A. Findlay Smith

Mr. H. Spicer

Mr. Murray Stewart

Mr. & Mrs. Stirling

Mr. J. P. Swindell

Mr. & Mrs. J. Syrett

Maj. Gen. F. Ventris

C.B.

Mrs. E. L. Walde

Mr. E. A. Walter

Mr. H. E. Webster

Mr. & Mrs. W. L. Williams

Mr. A. Williams

Mr. & Mrs. Winfield

Mr. & Mrs. Marshall

Wood

Maj. R. B. Young

PALACE HOTEL.

Mr. & Mrs. P. R. Beasley

Mr. F. T. de Chumba

Mr. E. D. Robinson

Mr. J. Duguid

Mr. & Mrs. F. Gairdin

Mr. J. Gunn

Mr. & Mrs. Hobbs

Mr. & Mrs. H. S. Hurley

Mr. W. G. Lee

Mr. & Mrs. R. Matheson

Mr. N. Mullin

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Mr. P. J. Maitland

Mrs. McAlmish

Mr. H. L. Mocklenburgh

Capt. & Mrs. Mercer

Mrs. M. Miller

Capt. H. S. Mills

Mr. & Mrs. G. Morgan

Miss Oliver

Mr. E. Balph

Mr. T. S. Robinson

Mr. H. W. Roger

Mr. C. E. Sandstrom

Mr. & Mrs. Sandstrom

Hon. Mr. E. H. Sharp

Mr. & Mrs. W. Schodde

Mr. R. P. Shaw

Mr. & Mrs. W. Schodde

Mr. & Mrs. L. E. Simmons

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Mr. & Mrs. W. L. Williams

Mr. A. Williams

Mr. & Mrs. Winfield

Mr. & Mrs. Marshall

Wood

Maj. R. B. Young

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK or Boston via Suez Canal	Muncaster Castle	Brit.	Dodwell & Co., Ltd.	On 18th inst.
NEW YORK via Suez	Nippon Yusen Kaisha	Jap.	Nippon Yusen Kaisha	On 18th inst.
NEW YORK or Boston via Panama	Montrose	Brit.	The Bank Line, Ltd.	On 23rd inst.
NEW YORK via Suez	City of Agre	Brit.	The Bank Line, Ltd.	About 18th Dec.
SAO FRANCISCO via SHANGHAI & JAPAN, &c.	Nile	Brit.	China Mail S.S. Co., Ltd.	On 18th inst.
SAO FRANCISCO via SHANGHAI & JAPAN, &c.	Shinshu Maru	Jap.	Toyo Kisen Kaisha	On 23rd inst.
SAO FRANCISCO via SHANGHAI & JAPAN, &c.	Perth Maru	Jap.	China Mail S.S. Co., Ltd.	On 2nd Dec.
SEATTLE & Victoria via J. Ports, SHANGHAI, &c.	Nippon Yusen Kaisha	Jap.	Nippon Yusen Kaisha	On 12th Jan.
SEATTLE, Tacoma, Victoria & Vancouver	City of Spokane	Am.	The Admiral Line Pacific S.S. Co.	About 25th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	West Jappa	Am.	Frank Waterhouse & Co.	About 5th Dec.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress of Asia	Brit.	Canadian Pacific O.S. Ltd.	On 18th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Monteagle	Brit.	Canadian Pacific O.S. Ltd.	On 21st Dec.
VICTORIA, Seattle & Vancouver	Ision	Brit.	Butterfield & Swire	On 30th inst.
VICTORIA, Seattle & Vancouver	Africa Maru	Jap.	Oakka Shosen Kaisha	On 24th inst.
MARSEILLES & London via Suez Canal	Nellere	Brit.	P. & O. B. I. & A. L.	About 28th inst.
MARSEILLES & London via Suez Canal	Cordillero	Brit.	Messageries Maritimes	About 27th inst.
MARSEILLES & London via Suez Canal	Telemachus	Brit.	Butterfield & Swire	On 30th inst.
LIVERPOOL & Marseilles via Singapore, Cebu &c.	Kanaka Maru	Jap.	Nippon Yusen Kaisha	On 14th Dec.
GENOA, Marseilles, Liverpool & Glasgow	Amblethorpe	Brit.	Butterfield & Swire	On 14th Dec.
GENOA, Marseilles, Liverpool & Glasgow	Glenahoe	Brit.	Nippon Yusen Kaisha	On 21st Dec.
GENOA, Marseilles, Liverpool & Glasgow	Inaba Maru	Jap.	Oakka Shosen Kaisha	On 21st Dec.
LONDON, Antwerp & Rotterdam	Hayas Maru	Jap.	Butterfield & Swire	On 23rd inst.
LONDON, Antwerp & Rotterdam	Atropa	Brit.	Butterfield & Swire	On 23rd inst.
LONDON, Antwerp & Rotterdam	Ripon	Brit.	Butterfield & Swire	On 23rd inst.
LONDON, Antwerp & Rotterdam	Riofontein	Brit.	The Bank Line, Ltd.	On 23rd inst.
LONDON, Antwerp & Rotterdam	Agapator	Brit.	Butterfield & Swire	On 14th Dec.
PORTLAND	Coquet	Brit.	The Admiral Line Pacific S.S. Co.	About 20th inst.
HAMBURG, London, Antwerp & Suez Canal	Nippon Yusen Kaisha	Jap.	Nippon Yusen Kaisha	On 4th Dec.
SOUTH AMERICAN PORTS via Cape	Nippon Yusen Kaisha	Jap.	Nippon Yusen Kaisha	On 9th Dec.
AMSTERDAM & HAMBURG	Kagasaki	Jap.	Yamauchi & Co., Ltd.	On 21st Dec.
BOMBAY & Colombo	Siam Maru	Jap.	Oakka Shosen Kaisha	On 21st Dec.
BOMBAY & Colombo	Tenbin Maru	Jap.	Nippon Yusen Kaisha	On 23rd inst.
BOMBAY & Colombo	Dunera	Brit.	P. & O. B. I. & A. L.	About 18th Dec.
STRAITS & Ceylon	Fookang	Brit.	Jardine, Matheson & Co., Ltd.	On 23rd inst.
SINGAPORE & Penang	Fookang	Brit.	Jardine, Matheson & Co., Ltd.	On 23rd inst.
SINGAPORE, Penang & Belawan	Yao Wacryok	Brit.	Java-China-Japan-Lyn	On 15th Dec.
SINGAPORE, Penang & Belawan	Yao Wacryok	Brit.	Java-China-Japan-Lyn	On 15th Dec.
CALCUTTA & Rangoon	Takada	Brit.	P. & O. B. I. & A. L.	On 14th Dec.
CALCUTTA & Rangoon	Bombay Maru	Jap.	Nippon Yusen Kaisha	On 14th Dec.
LOS ANGELES, California, U.S.A.	West Hika	Am.	Los Angeles Pacific Nav. Co.	About 11th Dec.
AUSTRALIAN PORTS via MANILA	Victoria	Chil.	The China & Australia S.S. Co.	On 11th Dec.
AUSTRALIAN PORTS via MANILA	Aki Maru	Jap.	Nippon Yusen Kaisha	On 24th inst.
AUSTRALIAN PORTS via MANILA	Kanowna	Brit.	P. & O. B. I. & A. L.	About 1st Dec.
AUSTRALIAN PORTS via MANILA	Changsha	Brit.	Butterfield & Swire	On 13th Dec.
SUENOS AIRES, Rio de Janeiro, Santos, &c.	Tokyo Maru	Jap.	Oakka Shosen Kaisha	Beginning of Dec.
YAFU, Panama via Japan, Hongkong, Suez Canal	Tokyo Maru	Jap.	Oakka Shosen Kaisha	On 24th inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Borneo Maru	Jap.	Nippon Yusen Kaisha	About 25th inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Tango Maru	Jap.	Nippon Yusen Kaisha	On 13th inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Chongshing	Brit.	Jardine, Matheson & Co., Ltd.	On 18th inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Kuelchow	Brit.	Butterfield & Swire	On 20th inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Sunning	Brit.	Butterfield & Swire	On 18th inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Tikiki	Brit.	Java-China-Japan-Lyn	About 19th inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Kwongshing	Brit.	Jardine, Matheson & Co. Ltd.	On 19th inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Tean	Brit.	Butterfield & Swire	On 24th inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Sukaka	Brit.	Butterfield & Swire	On 25th inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Shinshu Maru	Jap.	Nippon Yusen Kaisha	On 24th inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Amazon	Brit.	Messageries Maritimes	About 20th inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Dunera	Brit.	P. & O. B. I. & A. L.	About 30th inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Nippon	Brit.	Dodwell & Co., Ltd.	On 2nd Dec.
YAFU, Panama via Japan, Hongkong, Suez Canal	Shantung	Brit.	Butterfield & Swire	On 23rd inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Hailong	Brit.	Douglas Lapsack & Co.	On 18th inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Luchow	Brit.	Butterfield & Swire	On 23rd inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Hailong	Brit.	Douglas Lapsack & Co.	On 23rd inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Hailong	Brit.	Douglas Lapsack & Co.	On 23rd inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Kailong	Brit.	Jardine, Matheson & Co., Ltd.	On 24th inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Kailong	Brit.	Jardine, Matheson & Co., Ltd.	On 24th inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Amakusa Maru	Jap.	Oakka Shosen Kaisha	On 24th inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Souma Maru	Jap.	Oakka Shosen Kaisha	On 25th inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Yuenan	Brit.	Jardine, Matheson & Co. Ltd.	On 19th inst.
YAFU, Panama via Japan, Hongkong, Suez Canal	Yuenan Maru	Jap.	Oakka Shosen Kaisha	On 1st Dec.
YAFU, Panama via Japan, Hongkong, Suez Canal	Huku Maru	Brit.	Dodwell & Co., Ltd.	About 13th Dec.

WATERHOUSE LINE.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"WEST JAPPA" ... 5th December.

Further sailings to be announced later. Through Bills of Lading issued to all

Overland Common points in U.S. and Canada.

For rates and further particulars apply to—

FRANK WATERHOUSE & COMPANY,

1st Floor, Hotel Mandous Telephone 3507.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "SURUGA" ... about 12th Dec.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.
THE ADMIRAL LINE.

Telephone

9477 & 9478

AGENTS

5th Floor

HOTEL MANDOUS

1774

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons 10,200 tons 11,000 tons

SAILINGS FROM HONGKONG FOR—

SAN FRANCISCO

via SHANGHAI JAPAN PORTS AND HONOLULU

"NANKING" "CHINA" "NILE"

Jan. 12th, 1921. Dec. 4th. Nov. 18th.

An unsurpassed high-class passenger service.

C. T. SURRIDGE, Acting Freight and Passenger Agent,

Princes Buildings, Lee House Street, Telephone, Passenger Dept. 1934. Telephone, Freight Dept. and Agent, 2161.

CP&OS

SAILINGS

HONGKONG to VANCOUVER

via Shanghai, Nagasaki (Moji) Kobe & Yokohama

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

As "MONTROSE" ... 22nd Nov.
Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (State), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM ... "BLOEMFONTEIN" ... 26th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to RANK & CO. CANTON.

THE BANK LINE, LTD.
General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SHANGHAI	"SUNNING"	On 16th Nov. Noon.
WHEARWELL, CHONG & TUNGSHAN	"KUEICHO"	On 20th Nov. 4 P.M.
SHANGHAI & TUNGSHAN	"TEAN"	On 20th Nov. 4 P.M.
ILONG	"YUNNAN"	On 22nd Nov. 4 P.M.
SWATOW and BANGKOK	"LUOHOW"	On 23rd Nov. 10 A.M.
AMOY, SHANGHAI & FUKOW	"SHANTUNG"	On 23rd Nov. 4 P.M.
HOHLOW, PAKHOI & HAIPHONG	"KAIKONG"	On 24th Nov. 11 A.M.
SHANGHAI	"SINKIANG"	On 25th Nov. Noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all European and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Whampoa.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.
Agents.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW AND RETURN

(Occupying 9 to 10 Days)

"HAILONG"	Capt. J. S. Thomson	FRIDAY, 19th Nov. at 12 Noon.
"HAIRING"	Capt. A. H. Stewart	TUESDAY, 22nd Nov. at 12 Noon.
"HAIRONG"	Capt. W. C. Passmore	FRIDAY, 25th Nov. at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blakely Pier).

For Freight and Passage, apply to—

DOUGLAS LARAIAK & CO.
General Manager.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

LOS ANGELES CALIFORNIA, U.S.A.

DUE TO ARRIVE DUE TO SAIL

U.S. WEST HIKO ... Dec. 8th ... Dec. 11th

Through Bills of Lading to all U.S. and Canadian Overseas Ports no Transshipment at intermediate ports. Shipside connections with the Baltimore, Santa Fe and Southern Pacific Railroads.

Head Office: Los Angeles, Calif. Hongkong Office: Prince of Wales, Charter Bldg.

Branch Office: Kobe, Shanghai. Tel. No. 1061.

Branch Office: Manila, Hongkong. CHAS. E. RICHARDSON.

General Agent for South China.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"NELLORE"	6,853	26th Nov.	Marcelles, London & Antwerp
"ROMALI"	6,712	10th Dec.	do
"DUNERA"	5,400	18th Dec.	Singapore Colombo & Bombay.
"DEVANEA"	8,100	4th Dec.	Marcelles, London & Antwerp
"SICILIA"	8,702	21st Dec.	do
"FLASSY"	7,248	21st Jan. 1921	do

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" ... 7,000 ... 20th Nov. Noon ... Calcutta via Spore, Pang & B.

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7,100	1st Dec.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	22nd Dec.	do

SAILINGS TO SHANGHAI & JAPAN

"DUNERA"	5,400	30th Nov.	Shanghai Only
"ST. ALBANS"	4,500	4th Dec.	Japan direct.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Telegrams Interchangeable. 1st Saloon Passenger may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in line of the south of India P. & O. Taketa Singapore to Calcutta. All Claims are filed with the P. & O. Company's Agents. Passengers and cargo are liable to be cancelled or altered without notice. Passengers and cargo are liable to be cancelled or altered without notice. Office up to Noon, on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are requested of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignee and the Company's Surveyors. Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns. For Further Information, Freight Rates, Freight, Handbooks, etc., apply to MAACKINNON, MAACKINNON & CO. Agents.

12, Des Voeux Road, Central, HONGKONG.

O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct

service via Singapore and Port Said.

"HAWANA MARU" ... Sunday, 5th Dec.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS

DURBAN & CAPE TOWN via SINGAPORE.

"TACOMA MARU" ... Tuesday, 6th Dec.

"TAKOMA MARU" ... Taking Passengers

"SIAM MARU" ... Sunday, 21st Nov.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

"YUNNAN MARU" ... Wednesday, 1st Dec.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

via Manila and Shanghai. Regular fortnightly service touching at intermediate

ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with

Chicago, Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Wednesday, 25th Nov.

"ALABAMA MARU" ... Saturday, 11th Dec.

"AMERICA MARU" ... Taking Passengers

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and

Canton Ports.

"AMERICA MARU" ... 27th Jan. 1921.

NEW ORLEANS LINE

"SUMATRA MARU" ... Beginning of Dec.

JAPAN PORTS—Moji, Kobe, Yokohama & Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation

for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K.

wharf near the Harbour Office.

"AMAKURA MARU" ... Sunday, 31st Nov.

TAKAO, SWATOW & AMOY.

"ROBIN MARU" ... Saturday, 10th Nov.

For sailing dates and further particulars please apply to—

Y. YABUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 & 745.

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AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia

"CHANGSHA" ... 7th Dec. ... 13th Dec.

Sailings Hongkong to Australia.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply

of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light

throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried.

Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and Passage apply to— BUTTERFIELD & SWIRE, Agents.

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T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	22,000	Nov. 23rd.
PERSIA MARU	8,000	Dec. 2nd.
KOREA MARU	20,000	Dec. 17th.
SIBERIA MARU	20,000	Dec. 31st.
TENYO MARU	22,000	Jan. 15th.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN

OROS, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE.

Through at TRANS-ANDREA ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
TOKYO MARU (Cargo only)	17,500	Dec. 8th.
KIYO MARU	17,500	Jan. 10th, 1921.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building, Tel. No. 2374 & 2375.

Agents at Canton:

Messrs. T. B. GRIFFITH, LTD.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"AMAZONE" 10,000	On or about 29th Nov.
	"ANDRE LEBON" 22,000	On or about 13th Dec.

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